

CYCLE NEWS[®]

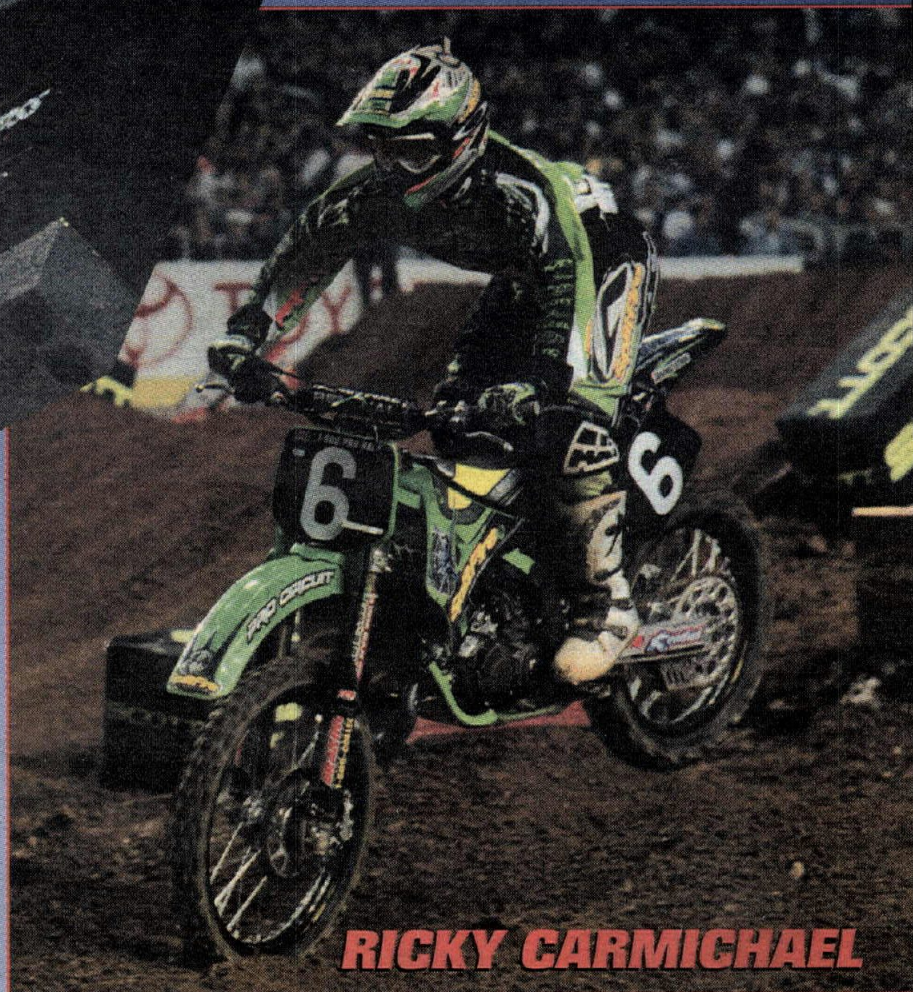
America's weekly motorcycle newspaper

March 4, 1998: Number 8

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Atlanta's Main Course

Big Mac and a small fry



RICKY CARMICHAEL

COMPARISON TEST

Kawasaki KX250 vs. Yamaha YZ400F



TIME DATED WEEKLY NEWS



JEREMY MCGRATH

MAILED FEBRUARY 24, 1998

TIME DATED MATERIAL

Denny Stephenson (Hon) swept round 21 of the AMA/PJ1 National Arenacross Series in Denver, Colorado, on February 20, with Mike Jones (Kaw) and Buddy Antunez (Suz) splitting wins in round 22, held on February 21. Stephenson topped Jeromy Buehl (Hon) and Mike Jones (Kaw) to win Friday night's 125cc main, and then came back to beat Jones and Buehl in the 250cc class. On Saturday night, Jones beat Todd DeHoop (Yam) and Stephenson in the 125cc class as Antunez topped Stephenson and Jones to win the 250cc main. After 22 of 28 rounds, Antunez leads the series point standings over Chad Pederson, 689-646.

The Beaucaire Classic, the first major international motocross race of the year in Europe, took place on February 22 at the Circuit de St. Roman in Beaucaire, France, and Belgian Joel Smets (Hbg) scored the win, going 3-1-3 on the day. Germany's Pit Beirer (Hon) was second, followed by Belgian Stefan Everts (Hon) and Frenchman Frederic Bolley (Hon). Americans Tallon Vohland (Yam) and Keith Bowen (KTM) competed, with Vohland finishing 17th and Bowen 20th. Vohland competed in only one moto, choosing to sit out the other two races with a sore shoulder.

England's Kurt Nicoll (KTM) broke his right elbow in six places during a practice session a few days before the Beaucaire Classic. Following the accident, Nicoll announced his retirement at the age of 33. Nicoll never won a World Championship but finished second numerous times.

For the third time in a row, Frenchman Arnaud Demeester (Yam) won the Le Touquet Beach Race in Le Touquet, France, on February 22. Fellow French riders Thierry Bethys (Yam) and David Hauquier (Hon) finished second and third, respectively, while Belgian Gerald Delepine (Hon) and another French rider, Jean-Claud Mousse (Yam), rounded out the top five. The top-finishing American was Jimmy Lewis (Yam), who placed 27th. A claimed 250,000 spectators viewed the race.

Ty Davis (Yam) won the Laughlin U.S. Hare Scrambles Championships team race in Laughlin, Nevada, on February 21. Davis soloed the event while his teammate Donnie Book is still healing from injuries. Finishing second was the Dave Ondas/Destry Abbott (KTM) entry, nearly a minute and a half behind Davis. Third went to Russ Pearson and Jim Gray (KTM), followed by Oakley Lehman and Brian Brown. Rounding out the top five was the Johnny Campbell/Tim Staab (Hon) team.

Veteran motocrosser Rick Ryan (Suz) emerged as the big winner at the Golden State Nationals Showdown - held at the Badlands Raceway in Victorville, California, February 21-22 - by locking up the overall championships in both the 125 and 250cc Pro classes. On Saturday, Chris Wheeler (Suz) won the 125cc Pro class over Keith Johnson (Yam) and Travis Preston (Suz). Spud Walters (Yam) took the 250cc-class win, followed by Jeff Willoh (Suz) and Pat Foster (Kaw). On Sunday, Ryan took his only win of the weekend in the 125cc Pro class, with Wheeler and Evans closing out the top three. Evans came back to win the 250cc class over Walters and Ryan.

Spaniard Carlos Checa emerged from

Mazda to sponsor AMA National Motocross Series

Mazda has acquired title sponsorship rights for the 1998 AMA National Championship 125/250cc MX Series, with an option for a two-year renewal. In recognition of the sponsorship, AMA Pro Racing has introduced the upcoming season as the 1998 Mazda Truck Motocross Nationals.

Mazda's motocross sponsorship brings added momentum to a sport that has already shown steady growth and wide market appeal, according to an AMA press release. Mazda has established a \$100,000 rider championship bonus fund, and the company will aggressively promote the Mazda Truck Motocross Nationals to drive sales of the new Mazda B-Series trucks.

Mazda marketing group manager Jack Stavara sees great value in being associated with the sanctioning body of one of the world's most closely watched motocross series. An AMA member and amateur motocross rider himself, Stavara said, "Motocross exemplifies the youthful, tough, agile and athletic image we created in our new Mazda B-Series trucks."

Stavara, who with his two sons has been involved in motocross for years, said, "I know through personal experience that this sport is a great way to promote the new Mazda B-Series truck line. The project combines three things I'm very passionate about: Mazda, trucks and motorcycles."

Further evidence of this commitment is Mazda's current sponsorship of Team Chaparral Yamaha riders Jeremy McGrath and Jimmy Button.

Mazda expects to be very visible in the sport. "The AMA sponsorship also gives us the ability to directly reach the 220,000 AMA members across the country," Stavara said.

Mazda will be very active in motocross race markets, with on-site truck displays and tie-ins to market-area dealerships. National print and electronic advertising campaigns will also highlight



Mazda has teamed up with painter/designer Troy Lee to create its newest concept truck - the B4000 Dual Sport. Mazda has recently been named the title sponsor of the 1998 AMA National MX Series.

motocross and Mazda trucks.

"Mazda's bonus fund is a great boost for the riders, and motocross as a whole will benefit from Mazda's cross-promotional advertising campaigns," said AMA pro racing director of competition Merrill Vanderslice.

The 1998 Mazda Truck Motocross Nationals will kick off May 10 at Glen Helen Raceway in San Bernardino, California. The Mazda rider championship bonuses will be presented in three segments over the course of the Mazda Truck Motocross Nationals season. The first payout of \$30,000 will be presented to top-ranked riders after round eight at Kenworthy's Motocross Park in Troy, Ohio. The final bonus pool of \$40,000 will be distributed at the season finale at Steel City Raceway in Delmont, Pennsylvania.

the three-day IRTA Grand Prix tests on February 22 in Jerez, Spain, as the fastest of the 500cc GP testers. Checa lapped at 1:43.606 to edge his Movistar Honda Pons teammate John Kocinski by .255 of a second. Checa's time was only marginally slower than his qualifying time set in last year's 500cc Grand Prix at Jerez. Kenny Roberts Jr. rode the Mode-nas KR3 to the third-quickest time, some 1.1 seconds slower than Checa. The fastest 250cc rider at the test was Italian Valentino Rossi. The 125cc World Champion lapped at 1:44.249 on his factory Aprilia to beat out teammates Tetsuya Harada and Marcellino Lucchi. Look for a full report and photos from the test in next week's *Cycle News*.

Spanish road racer Sete Gibernau has been chosen to replace the injured Takuma Aoki on the Repsol Honda V-twin for the 1998 500cc World Championship Road Race Series, according to reports from Europe. Gibernau rode a Team Rainey Yamaha in last year's 500cc Grand Prix Series. Aoki suffered damage to his spine in a recent crash at Honda's test track in Japan and is currently paralyzed from the waist down.

The Brazilian round of the 1998 World Superbike Championship has been canceled, though a replacement round is expected to be announced. The races at Sao Paulo were scheduled for July 5, but the event has always been in doubt because the circuit had not met official homologation. The World Superbike Championship begins on March 22 at Phillip Island in Australia.

AMA Formula Xtreme Champion Andrew Stroud is heading to the World Superbike Championship. The tall New Zealander has procured a 1997 Kawasaki

ki ZX-7R in a privateer bid to contest the entire 1998 series. Stroud has previously ridden in 500cc Grand Prix and selected World Superbike rounds, in addition to his regular AMA rides.

Chris Carr has been confirmed as an entrant at both the Daytona Short Track and Peoria TT rounds of the 1998 AMA Grand National Championship Series, and the '92 series title winner said that he may return to the series as a part-timer, running as many as 12 events. "Between 10 and 12 (races)," Carr said from his Pennsylvania home. "It all depends on how much work Kenny Tolbert wants to do, if the tracks are good, and if I like going there. I'm pretty non-committal right now, but I am confirmed for Daytona and Peoria, and I want to try and qualify for that Springfield (Hall of Fame) bonanza. I'll more than likely do Joliet, Vegas and Sacramento. I'm back to being a privateer again, but I've gotten some good help from H-D of Sacramento, James Finch of Phoenix Racing, Wiseco, Cometic, Motion Pro and Arai." Whether or not the partial move back to the dirt has anything to do with a full-time effort in the future, Carr isn't saying. "It (the road racing program) is going pretty well," Carr said. "We're doing as well as we would be with the factory, but I wish that I had been able to drum up some more sponsorship. We'll see (for next year). Maybe I'll find out that I like hangin' around the dirt tracks again."

There are still spots available for the 1998 Clayton Memorial Foundation Golf Tournament, scheduled for Tuesday, March 3 in Daytona Beach, Florida. Among the racing stars scheduled to compete are past and present AMA Superbike Champions Miguel

DuHamel, Doug Chandler and Thomas Stevens, Suzuki's Mat Mladin and Jason Pridmore, former AMA Grand National Champion Chris Carr, and World Superbike contender Colin Edwards II. So where are the supercross and dirt track stars? An entry form is located on page 57 of this issue of *Cycle News* and walk-up registration is available at the Indigo Lakes golf course, not far from Daytona International Speedway. Among the prizes available are several hole-in-one awards, including a 1998 Yamaha XL760 personal watercraft, Maxfli golf clubs and vacation packages. There will also be prizes awarded to the longest drive and the closest to the pin. Sponsorship of selected holes is still available. For more information, call 714/751-7433.

The canceled round of the World Championship 250cc MX Series in Indonesia has been replaced by a round in Montevarchi, Italy, on June 28. The 250cc GP will now be run in conjunction with the World 125cc GP. This makes two GP doubleheaders for the 1998 season; the other doubleheader is the British GP, scheduled for Foxhill on May 24.

A bill that would modify Kentucky's mandatory helmet law and require motorcyclists who choose to ride without a helmet to provide proof of health insurance to government officials upon registering their motorcycles was recommended favorably on February 18 by the Senate Banking and Insurance Committee. It only needs the approval of the full Senate before being sent to the governor for his consideration, according to the AMA. If approved, the legislation, HB 106, would modify Kentucky's current mandatory helmet law for all riders to permit motorcyclists over the age of

21 to ride helmetless if they satisfy the state's health-insurance requirement. Those who satisfy the requirements will be issued a license-plate sticker that will permit them to ride without a helmet in that state.

The U.S. Forest Service is developing a new transportation policy designed to help secure adequate funding for the agency's road-maintenance efforts, but off-highway vehicle enthusiasts are concerned that the plan may significantly reduce the number of off-highway recreational opportunities currently available to trail riders, according to the AMA. Currently, the Forest Service oversees roughly 400,000 miles of roadways, and agency officials claim that current funding levels are inadequate to maintain safe and environmentally sound roads. The problem with the proposed plan, according to the AMA, is that the Forest Service defines anything from single-track trails to paved two-lane parkways as roads. That leaves OHV enthusiasts concerned that the agency intends to concentrate on the paved parkways that serve automobile and motorhome visitors - while simultaneously "decommissioning" or closing the single- and dual-track trails.

The AMA and Harley-Davidson have come to an agreement that will see the AMA 883 National Dirt Track Series undergo a title change. The new series, which will still be the support class at a majority of races on the AMA Grand National schedule, will now be called the **Harley-Davidson Sportster Performance Series**. The machinery will basically be the same, but the AMA has loosened up the rules to allow for additional engine modifications. According to Art Gompfer, racing promotions manager for Harley-Davidson, the company is proud to continue its involvement in the series. "The Harley-Davidson Motor Company has been involved with AMA dirt track racing for a long, long time," Gompfer said. "We feel that the Sportster Performance Series gives dirt trackers the opportunity to excel at this great sport without spending the kind of money it takes to field a competitive Grand National Championship machine. We've already seen some bright young stars shine on the Sportster dirt trackers, and we look forward to seeing many more." The series begins

on May 17 at the Delaware State Fairgrounds in Harrington, Delaware.

New York dirt tracker **Marco Morello** has secured a sponsorship deal with Lombardi's Harley-Davidson that will allow him to contest the entire AMA Grand National Championship Series in 1998. Morello will have one brand-new J&M-framed Harley-Davidson XR750 and one backup XR at his disposal as he attempts to challenge other top young hot shoes, such as Bryan Bigelow, for AMA Grand National "Rookie of the Year" honors.

The Comfort Inn and Conference Center and the new Ramada Ltd. in Rochester, Minnesota, have been designated as the official co-race headquarters for the August 14-16 round of the AMA 125/250cc National Motocross Championship at **Spring Creek MX Park** in Millville, Minnesota. For more information, call 502/288-9090.

The AMA and Central Park Travel are offering tour packages to the **1998 ISDE**, scheduled for November 1-16 in Traralgon, Australia. The packages include round-trip airfare to Melbourne, a rental car and 14 nights at one of the official Team USA hotels. Each tour package also includes an official Team USA ISDE jacket. For more information, call 800/657-2550.

An original oil painting has been created by Troy Lee to commemorate the Shoei-sponsored AMA 125/250cc National Motocross round at Glen Helen Raceway in San Bernardino, California, on May 10. The painting features **Jeremy McGrath**, and 500 limited-edition posters will be available the weekend of the National. For more information, call 909/384-9342.

The Ford Taurus driven by Rick Mast in the 1998 Winston Cup Series is backed partially by **Polaris ATVs**. In addition to ATVs, Polaris also manufactures personal watercraft and the new Victory line of motorcycles in Minneapolis, Minnesota.

American Suzuki announced on February 18 that the company will conduct a **safety recall** on all 1998 Suzuki RM125s. Pursuant to requirements of the Consumer Product Safety Commission,

Suzuki has issued several recall notices to all authorized Suzuki dealers as well as to all known owners of the affected model. It has been determined that the footpeg mounts of some RM125s were not heat-treated during manufacture, which could cause the footpegs to bend or break. Owners are advised to contact their local dealer.

Four-time AMA Supercross National Champion and current points leader **Jeremy McGrath** recently completed a shoot with the syndicated television entertainment news show **Extra**. The show spent a day with McGrath on February 16, shooting action footage of him riding at his supercross track and interviewing him at his Canyon Lake, California, home. McGrath's profile is scheduled to air the weekend of February 28 and can be seen on most NBC stations across the country.

All Pro MX Fitness Training is currently accepting resumes for the 1998 racing season. Mail resumes to All Pro MX Fitness Training, 31875 Byers Rd., Menifee, CA 92584, attn: sponsorship. All applicants must reside in California, according to All Pro.

The **Mid-Cities HOG Chapter** will host a **Ride to Catalina** ride on March 28, beginning with a boat ride to the island off the coast of Southern California. The event will feature a parade down Front Street in Avalon, Catalina - led by the Mayor of Avalon. For more information, call 562/408-6088.

The **American Motorcycle Heritage Foundation** has started planning for the creation of the Motorcycle Heritage Hall of Fame, which will honor and memorialize individuals who have made significant contributions to motorcycling in America. The Board of Trustees announced the Hall of Fame project on February 19, following a meeting of a planning team appointed. "The foundation's mission has always included the development of a motorcycling hall of fame," planning team member Don Emde said. "With the Motorcycle Heritage Museum discussing possible expansion, the time is right to move ahead with plans to identify and honor the great personalities who have made American motorcycling what it is." A goal has been set to announce the

Motorcycle Hall of Fame's "First One Hundred" before the end of 1998.

Triumph Motorcycles America will host demo rides on the full line of Triumphs, including the new Thunderbird Sport and Sprint models, during Bike Week in Daytona Beach, Florida, beginning on March 1. Triumph will be located at 510 Ballough Road in Daytona Beach.

RESCHEDULED: The Over the Hill Gang's motocross at Lemon Grove in Piru, California, to March 1. The February 22 race was rained out. For more information, call 562/921-4752.

AUTOGRAPH SIGNING: At Ray C's Cycle and Sports in La Peek, Michigan, on April 3 from 7 to 8 p.m. Team Kawasaki's Jeff Emig, Damon Huffman and Ryan Hughes, and Team SplitFire/Pro Circuit's Ricky Carmichael, Casey Johnson, Nic Wey and Nathan Ramsey are scheduled to appear. For more information, call 810/664-9261.

OPENED: Springzz U.S.'s home page on the World Wide Web. The site can be found at <http://www.Springzz.com>.

NAMED: Warren Harrington, as Victory Motorcycles' zone sales manager, by general manager Matt Parks.

BORN: Allie Kaitlyn Henson, to former Grand National dirt track racer Ricky Henson and his wife, Shelly, in Boise, Idaho, on February 10.

CORRECTION: Contrary to what was reported in the ZX-6R First Ride (Issue #7, February 25) the GSX-R600 and CBR600F3 are not the same price as the ZX-6R. They are both \$7799, \$200 less.

OPENED: AMRacing's home page on the World Wide Web. The site can be found at the following address: <http://www.flat-track.com/amracing.html>.

AUTOGRAPH SIGNING: At the Yamaha consumer tent at Daytona International Speedway in Daytona Beach, Florida, on March 7 from 10 to 11:30 a.m. Team Yamaha's Rich Oliver and Jamie Hacking are scheduled to appear.

AUTOGRAPH SIGNING: At the Yamaha consumer tent at Daytona International Speedway in Daytona Beach, Florida, on March 6 from 3 to 4 p.m. Team Yamaha's Kevin Windham, John Dowd and Doug Henry are scheduled to appear.

OPENED: Motorsports Networks' home page on the World Wide Web. The site can be found at the following address: <http://www.motorsports-network.com>.

RESCHEDULED: Round two of the GFI South Winter Series, to March 1 at Perris Raceway in Perris, California. GFI will also hold practice on February 28 from 8 a.m. to 1 p.m. For more information, call 909/653-4042.

BORN: Christian Peterson, to AMA 250cc GP road racer Ashley Peterson and his wife, Cindy, in Fort Smith, Arizona, on February 1.

SIGNED: Rock Oil, as a sponsor of Dave Thorpe's 1998 World Championship Motocross Series team of James Dobb and Luigi Seguy.

POSTPONED: The Wild Boar 4 Enduro and Wild Boar Family Enduro (D-36), to May 17-18 at the Clear Creek management area near Coalinga, California, due to weather conditions and road closures in San Benito County.

FORMED: R Cal Racing's Power Sports division, in Huntington Beach, California. For more information, call 714/848-6797.

HIRED: Daniel Knowlton, by R Cal Racing, as support race technician for the new Super TT Motard race series. For more information, call 714/848-6797.

OPENED: Acid Fast Racing's home page on the World Wide Web. The site can be found at <http://www-hsc.usc.edu/~mdube>. 

AMA Dirt Track Grand Championships set for Indy

During a reception hosted by American Motorcyclist Magazine in the Indianapolis Motor Speedway Hall of Fame on February 21, the AMA announced that it has entered into an agreement with Fast Track Racing to co-promote the five-day amateur AMA Dirt Track Grand Championships in Indianapolis.

Racing will take place on four different tracks at the Indiana State Fairgrounds and at the new 16th Street Speedway, July 6-11. The half-mile, mile and TT Nationals are scheduled for the Indiana State Fairgrounds, home of the Indy Mile, a longtime stop on the AMA Grand National Championship Series schedule. The short track national is set to be held on the quarter mile at 16th Street Speedway, a haven for USAC Midget race cars. Home of the fabled 500-mile race, the Indianapolis area is rich in tradition and history of automobile racing, and the AMA hopes to add dirt track motorcycle racing to that heritage by keeping the Grand Championships there for years to come.

"We believe that the AMA Dirt Track Grand Championships represent a crucial element of grass-roots dirt track racing, as well as a vital link between amateur and pro racing," said AMA vice president of marketing Bill Amick. "We also believe that the

innovative approach we've taken to the '98 Grand Championships will help us set a course toward a higher visibility and more comprehensive dirt track program in the future."

The program itself has undergone several changes and improvements, including but not limited to the following: Pro Sport riders at the Nationals will be racing for a \$12,000 purse; a women's class is being offered for the first time; additional "participation" classes will be offered for riders up to 8 years old; AHRMA vintage classes will make their debut at the Indiana State Fairgrounds Mile on July 9. But there will be more to do than just race. The city has taken a role in the promotion of the event by giving riders and their families the opportunity throughout the week to take advantage of sponsored and discounted visits to local attractions in the area.

"The Indianapolis community has been generous with its hospitality as we have planned for this year's Grand Championships," Ken Saillant said. "We're excited about all of the new features, and we won't be satisfied with anything less than the best races in the 21-year history of the AMA Grand Championships."

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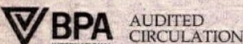
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VOICES LETTERS TO THE EDITOR

Refreshing

Al Williams' editorial (Issue #6, February 18) hit the nail on the head. His observations were refreshing. I would like to read more guest editorials of that same high quality on issues that affect motorcycle motorsports.

Keep up the good work.

Jeffery Owen
Jeffo@ponyexpress.net

Amen

In regard to all the letters regarding supercross, I would like to add one thing: My son and I attended the San Diego Supercross and I was disgusted with the drunken, unruly fans who were in attendance. My first reaction was to blame the San Diego Police Department and Pace Motor Sports, but then I began to realize that they can't be everywhere at once.

The blame should be placed squarely on the shoulders of those idiots who act like fools. People need to act responsibly when they drink. If they can't be responsible, then they have no business drinking.

I don't think we should let a few knuckleheads ruin it for the rest of us. I think we should continue to support supercross and publicly condemn those who behave unruly. Eventually, they will get the message. Supercross will not die. It will live because it is the best sport in the world.

Grant Moore
Agua Dulce, CA

Thanking Carmichael

My daughter Amy was invited to ride at the Indianapolis round of the KTM Jr. Supercross Challenge. The children (ages 7-8) were the first ones on the track and the jumps looked like mountains to the kids. My daughter had difficulty getting around the track and crashed several times. Ricky Carmichael was in the next group of riders getting ready for practice. When he saw Amy come off the track crying, he ran over to see if she was okay, but at that point she only wanted her "daddy."

After we had put ice on her arm, I told her who it was who had come over to see her. Suddenly her arm didn't hurt too much any more. After a visit to the Pro Circuit team pits, and words of encouragement from Mitch Payton and crew, Amy was looking forward to her race. Although Amy finished 15th out of 15 racers, she had a big smile this time when she came off the track.

Once again, thanks to KTM for giving

the kids the chance to ride the supercross and to Ricky for taking a moment and checking on the condition of a fellow racer.

Greg Mellinger
Villa Park, IL

The points

In your AMA Superbike Preview (Issue #6, February 18), you said: "The AMA has since changed the points system and it should help the go-for-broke style that is pure DuHamel. How much will it help? Only time will tell."

Using the 1997 points system, last year's final point standings were: Chandler 304, DuHamel 292, Mladin 288. Using the 1998 AMA points system, last year's races would have been scored: Chandler 302, Duhamel 294, Mladin 288. It does not seem that the new system will help a hard charger like DuHamel much. It appears, once again, that the AMA prefers consistency rather than winning.

I myself would prefer to see the AMA adopt the FIM scoring system used in World Superbike and GP racing. Under that system, a competitor who has a mechanical failure or crashes out of a race still has a very good chance of winning the championship by pushing hard and winning races. As we saw last year, DuHamel went out and won four races in a row and placed second at Las Vegas after crashing at Loudon. Yet he could not seriously come close to winning the championship. Chandler hardly broke a sweat the remainder of the year. I would not call this exciting "racing."

Jim O'Keeffe
San Diego, CA

Not to beat a dead horse, but even Doug Chandler would like to see the points system changed to match that used in Grand Prix racing. You're correct in believing that the AMA's changes won't make much of a difference. The change they made to the points-paying system was miniscule. Using the AMA points-paying system (last year's or this year's), Max Biaggi would not be 250cc World Champion. Enough said... Editor.

Conflict

The 1998 AMA Superbike round at New Hampshire International Speedway and the AMA 125/250cc National Motocross at Southwick are big things around here. The two New England events are only 100 miles apart and both are highlights of my - and many others' - summer.

Two spectacular motorcycle events

only 100 miles apart - and they will be run on the same day?

Thanks, AMA.

Walter Durant
Walt.dmc@juno.com

Walt, you're in luck. Southwick will be held on June 14, with Loudon taking place a week later on June 21. We'd better see you at both of them... Editor.

Jeremy's dad

Recently, while on the way home from a Saturday ride with my 6-year-old son Chris, a devoted Jeremy McGrath fan, we stopped by an In-N-Out Burger for lunch. As we walked up to the front door, a voice rang out from the patio area: "Hey, let's trade hats." My son and I turned around to find this bearded biker dude wanting to trade his hat for my son's prized possession - a newly autographed Jeremy McGrath Showtime hat. My son replied, "No way," while pointing at the autograph. At that point, the biker dude invited us over, pointing at the saddlebag on the side of his bike.

As a parent, I am always telling my son to stay away from strangers, but something felt different about this situation. We walked to the bike and out of the saddlebag popped an autographed Jeremy McGrath poster. My son's eyes lit up as the biker dude said, "My last one - that's my boy."

"Yeah, right," I thought to myself - Jeremy McGrath's dad. We said our thanks and went inside, where my son showed off his new poster to family and friends.

While watching in amazement the end of Jeremy's record-setting win in the Indy SX on ESPN2, there was that biker dude, giving his son a congratulatory hug. Thanks again, Mr. McGrath, and you, too, Jeremy, for sharing your thoughtfulness and kindness with my son. You are both true role models for this wonderful sport.

Jim Whyte
Anaheim, CA

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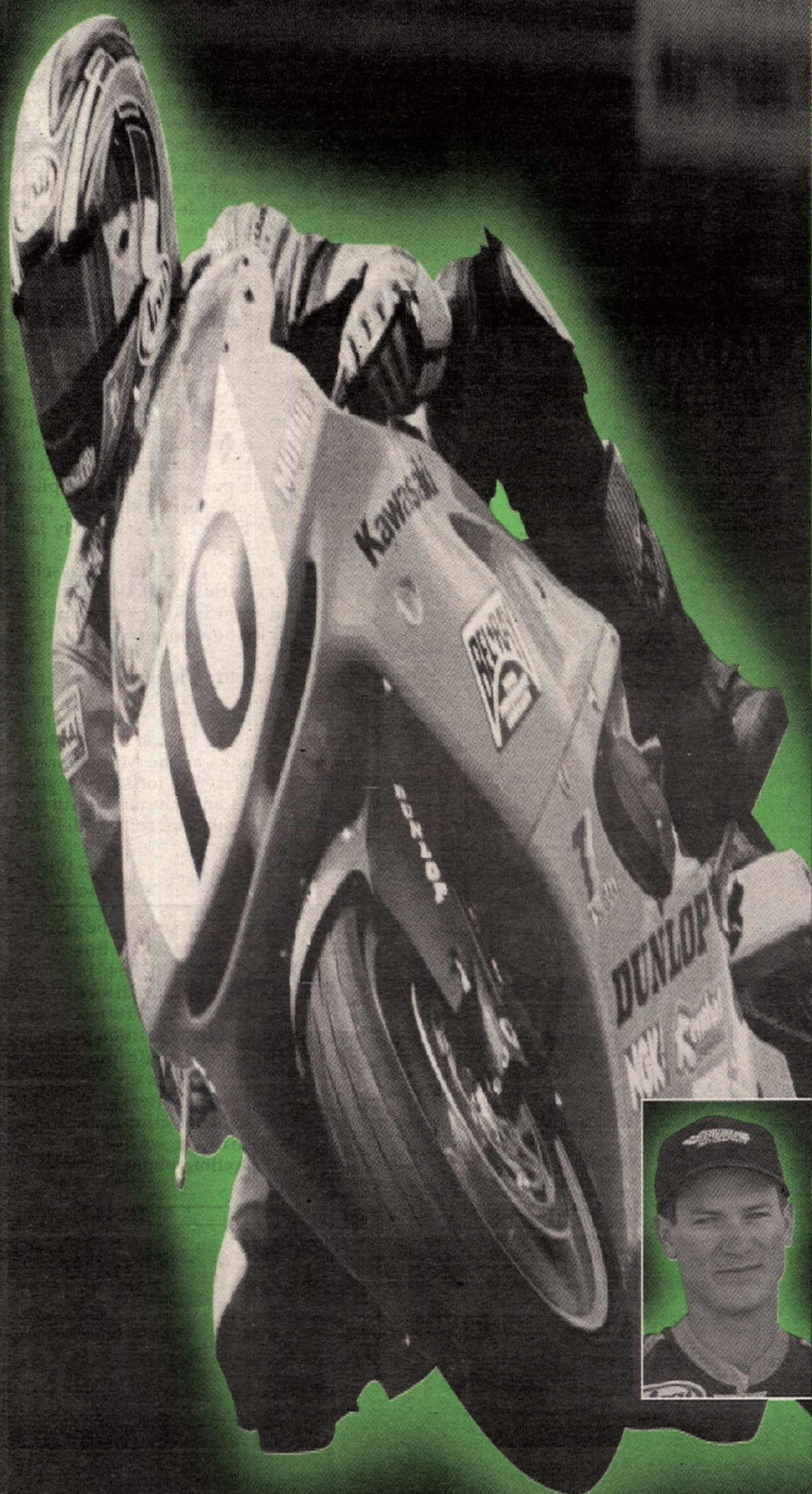
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ON THE FRONT COVER

Jeremy McGrath and Ricky Carmichael dominated round seven of the AMA Supercross Series in Atlanta. Inset: We compare the KX250 to the YZ400F. Photos by Karl Ockert and Cameron Coatney.

CHANDLER LAUNCHES NEW NINJA[®] ZX-6R. LANDS *ON TOP* OF PODIUM.



Round 1 AMA 600cc Supersport Series Phoenix International Raceway

It was a day of firsts at Phoenix International Raceway. The first event of the season. The first race for the newly redesigned Ninja ZX-6R. And

"Going through that last turn, I squared it up to have the best run I could – and I was able to get to the line."

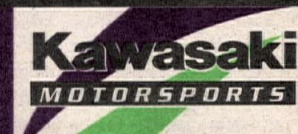
— Doug Chandler

Team Muzzy/Kawasaki

the first win for Doug Chandler aboard this awesome machine.

Chandler's masterful victory makes him the strong favorite in the brutally competitive Supersport class. On a bike that's virtually the same as the

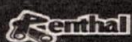
one you'll find at your Kawasaki dealer. But then, as Doug will tell you, nothing beats the Ninja ZX-6R. Whether you're headed across town. Or straight to the top of the podium.



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Team Muzzy/Kawasaki



DUNLOP





Blues Brothers 1998

By Cameron Coatney
Photos by Karl Ockert

ATLANTA, GA, FEB. 21

The same trio of men in blue who put the hurt on their fellow riders by finishing one-two-three at the San Diego Supercross two weeks ago gave their fellow competitors a case of the blues again this week when Team Chaparral Yamaha's Jeremy McGrath and Jimmy Button and Team Yamaha's Kevin Windham finished first, second and third, respectively.

In front of a record crowd of 61,305 in the Georgia Dome, McGrath won his fourth 250cc main event in a row, but this time the four-time champ didn't get his customary good starts. This time he had work his way up from average get-aways in both his heat race and the main event. In the main, it took McGrath more than half of the race to track down and pass his teammate Button, and that made the win all the more satisfying.

"I'm pumped," McGrath said. "I had a good race; to come from behind and win makes it all that much better. I was getting terrible starts tonight - I don't know why. It was like I was asleep or something. But my bike was working

(Above) Team Chaparral/Yamaha's Jeremy McGrath (2) raced to his fourth consecutive Supercross win of '98 after chasing down teammate Jimmy Button. McGrath now has a 53-point cushion in the point standings.

(Right) Jimmy Button led the main for most of the first 12 laps and settled for second after McGrath moved by. With his third podium finish in as many weeks, Button has catapulted himself into third in the point standings with 107.

well and I was riding really smooth, and I just took my time getting up front. I didn't know if I could catch Jimmy (Button) or not. He was pretty much checked out for a while. I was a little nervous, but I just kept pushing and caught him. It worked out."

Button had to go to a semi after sliding out while in a transfer spot in his heat, but his win after passing Team Kawasaki's Jeff Emig in that race definitely set the tone for his evening. Button led the main from the second lap and actually had as much as five seconds on McGrath until his teammate and roommate got by for good on the 12th lap. Button was pleased with second, but is undeniably looking to make the next step up the podium.



"We kind of made a guess on tires for the main," Button said. "Doug (Chipinsky) from Bridgestone made a good choice. He saw the way the track was developing perfect. I got a good start, the race went great, and I should have won it - plain and simple. I was doing fine out front, and I saw Jeremy behind me and I let it get to me. I mean we were pulling on everybody out there and I wasn't worried about that, but I wanted to beat him - I want to win one of these things. If I have to get second to him (McGrath), it's not even that big of a deal. I'm feeling great. I just need to win one of these things. Actually, I just need to keep getting on the podium and everything will be great."

Windham made his trip to the podium by winning his heat race in a tough battle. He led the main event for a few laps before succumbing to the heat of Button and then McGrath.

"I got a good start and I was riding pretty good," Windham said, "but Button got around me and then McGrath. I started slowing down and hanging with them and then my hand came off the bars over the big triple early on, and I couldn't hit my front brake - I slid into McGrath and went down. I tried to do the best I could without taking his clothes out. That's just one of those things. I got up and luckily I was able to get a podium ride out of it. Things seem to be working pretty good right now."

Larry Ward rode his factory-backed Suzuki RM250 to fourth overall - his fourth top-five finish in as many weeks. The Suzuki speedster is definitely coming to terms with his new bike, as he transferred out of his competitive heat race and charged up to fourth in the main after a mediocre start.

"I rode as hard as I could in the main," Ward said. "I had the same problem as last week - I'm not getting good starts for some reason. I think I was 13th at the end of the first lap and I worked all the way up to fourth, so that takes a lot of energy passing those guys. I'm really strong right now - I'm getting stronger. I think I passed four or five guys in the last couple of laps. I'm going to get a good start one of these weekends, and I'm riding good. The Suzuki is working really good for me. The last month has been great. I've been in the top five every weekend for the last month, so I'm gaining a lot of points, and starting to be consistent. I'm going to get a good start and I'm going to win a race this year."

Team Factory Connection/Jack in the Box/O'Neal's Mike LaRocco had to go to a semi to make the main and then suffered from a bad start. But the likable Indianan did what he is becoming accustomed to and raged his way up to fifth at the checkers. He had ended the first lap in 12th place.

"My start was horrible," LaRocco said. "That was the first time I've lined up next to (Doug) Henry and that thing just killed me. I couldn't hear and didn't know when to shift, so I was way back. I felt good out there, and I really like these types of tracks (rutted), but it seemed like a short race. I came through pretty good, but it was kind of a struggle because everyone was making mistakes and messing you up by accident - but I came through to fifth. My bike is working good, the suspension and everything. It's just me, and I need to get up front and get some starts."

Honda's prodigy, Ezra Lusk, riding with an injured left hand from Indy (see Briefly...), won his heat race and ran as high as second early in the main before

crashing at the end of the whoops after passing Windham. After another climb to third, the local from nearby Bainbridge, Georgia, crashed again in the whoops and could only get back to sixth at the finish.

"I was just simply holding on too tight with my right arm, compensating for my left hand, and it just pumped me up," Lusk said of the mishaps. "I've never had to worry about pumping up like that; it's never happened to me, but that's what happened. The whoops were really gnarly and I just swapped, especially holding on with the death grip like I was. It's tough."

Rounding out the top 10 overall were Kawasaki's Ryan Hughes, Suzuki's Mickael Pichon, Kawasaki's Sebastien Tortelli and Yamaha's John Dowd. Suzuki's Greg Albertyn finished 11th, Yamaha's Doug Henry was 12th, Jeff Emig held on to 13th, last year's winner Damon Huffman finished 14th and Honda of Troy's Mike Brown got 15th.

McGrath has jumped out to a commanding 53-point lead in the championship standings - over a two-race cushion. Windham has moved from third to second with 111 points while Button climbs from sixth to third with 107. Lusk maintained fourth with his 104 points while Emig, LaRocco and Ward sit in a three-way tie for fifth with 102 points.

HEATS

Brown holeshot the first 250cc heat with Windham, Hughes, Button, Dowd, Emig, Ward and the rest of the pack in tow. Hughes immediately went into second, but Button had plans of his own and the two went back and forth until Button slid out and dropped back. Hughes led Windham and the two chased Brown around before Windham picked him off and went after the leader.

Brown endured the pressure for six laps, but then messed up in a rhythm section, allowing Windham by for the win two laps later. Ward moved up to third after intense battles with Hughes and Button, and Hughes held off the advances of the recharged Button to take the fourth and final transfer position. Going to the semis were Button, Dowd, Emig, Lamson, Albertyn and the remainder of the field.

The second heat saw Lusk beat the pack to the first turn, followed by Tortelli, Pichon, Henry, Great Lakes Airlines/Bill's Pipes/Factory Connection's Heath Voss and LaRocco. His pursuers immediately shoved Lusk back to fourth, and then Henry went by Tortelli in the whoops to take the lead. McGrath got an okay start and was running fifth behind Lusk.

Henry's lead was short-lived, however, as Lusk was on the move again and took over the lead in a rhythm section on lap four and held it for the duration of the race. McGrath moved by Pichon and Tortelli, and then got by Henry as they took the last-lap flag to move into second - a position he held to the finish. Pichon took fourth behind Henry and the rest went to the second semi. Among those going to the semi were LaRocco, Tortelli, Huffman and Voss.

SEMIS

Emig got a good start to lead the first semi in front of Button, Suzuki Canada/Bill's Pipes/Stadium Suspension-backed Marco Dube, and Dowd. Lamson was right up there, but got pushed off of the track in the first turn, and Albertyn was also back in the pack and had his work cut out for him.

Button hounded Emig for a lap and



(Above) Kevin Windham led the main for the first few laps until eventually earning third. The Team Yamaha rider now sits second in the point standings with 111.

(Below) Team Kawasaki's Jeff Emig (1) grabbed the holeshot over Windham (8) by inches, but faded back to 13th in an uninspired ride.



squeezed by the defending champ just before the finish line. From there the two riders set a good pace that kept them in first and second until the checkers waved. Dowd blew by the dueling Dube and Crine to snatch third early on, and Albertyn did the same a few laps later to move into fourth. Crine got the best of Dube to take fifth while the rest went to the LCQ.

The second semi belonged to Huffman and he led it from start to finish. Dual-class rider Barry Carsten had his Bromley Suzuki-backed RM250 up front, along with LaRocco, Tortelli and Roy.

LaRocco flew into second on the first lap and Tortelli snatched third and the two held formation to the finish. Terlecki moved up to battle with Roy and Carsten for the final two transfers and, after some dueling, took fourth. Carsten had himself qualified for both main events until Roy passed him in a near photo finish at the line.

LAST-CHANCE QUALIFIER

Lamson led the LCQ from the drop of the gate to the checkered flag. While Lamson ran away, Amaradio battled by Kames Sports/One Industries/Sinialo's Mike Katin Jr. and Voss to take the final pick on the 20-man main-event gate.

MAIN

Emig had the advantage going into the first corner of the main event but, by the time they exited the turn, Windham, Button and Henry had swallowed him up. Behind Emig came McGrath, Lusk, Hughes, Dowd and the rest of the pack.

Button had visions of a win and immediately set out after the lead, which he wrested from Windham before the end of the second lap. Soon after, Lusk and then McGrath moved by Henry to run third and fourth, respectively.

Button continued to build a cushion up front while Windham, Lusk and McGrath all fought over the second spot. After just passing Windham in the whoops to take second, Lusk swapped and high-sided at the end of the whoop section, allowing Windham and McGrath to take over second and third, respectively.

As Button's lead increased to almost five seconds on lap seven, McGrath made his move by Windham in a rhythm section. Windham, perhaps startled by the pass, went down in the following corner and resumed racing in about seventh place.

Button put up a heck of a fight for almost five laps to keep McGrath at bay, but the four-time champ moved by his



(Left) Larry Ward gave Team Suzuki and himself their fourth top-five finish in as many weeks by slicing his way through the pack up to fourth. (Right) Ricky Carmichael kept on rolling by winning the Eastern Regional 125cc main - his second win in as many weeks. Amazingly, it was a first for Carmichael, who had never won two 125cc mains in a row.



teammate cleanly on lap 12. Button stayed close for a while, but McGrath pulled away to a comfortable margin. They eventually pulled away and held formation to the finish line.

After Henry and then Hughes took turns running third, Lusk charged back up to the final podium position with just a few laps to go, but threw it away again in the whoop section.

"Ezra (Lusk) was riding really good tonight, but he was on the edge and you can't ride a rutted track like that," McGrath said about his competitor.

Hughes took over third after Lusk's second crash of the race, but Windham wanted it more and took over the spot for good with just three laps to go. While the top three were set, Ward and LaRocco weren't finished yet, and the two sliced through the pack nicely from 11th and 12th, respectively, on the first lap. The two riders didn't stop until Ward had fourth and LaRocco fifth.

Lusk was still able to hold on to sixth place ahead of Hughes, Pichon, Tortelli and Dowd.

Georgia Dome
Atlanta, Georgia
Results: February 21, 1998 (Round 7 of 16)

250 HEAT 1 (8 laps, 1-4 transfer to main): 1. Kevin Windham (Yam); 2. Mike Brown (Hon); 3. Larry Ward (Suz); 4. Ryan Hughes (Kaw); 5. Jimmy Button (Yam); 6. John Dowd (Yam); 7. Jeff Emig (Kaw); 8. Steve Lamson (Hon); 9. Greg Albertyn (Suz); 10. Kevin Crine (Kaw); 11. Anthony Amaradio (Yam); 12. Marco Dube (Suz); 13. Mike Katin (Yam); 14. Carey Hart (Kaw); 15. Joseph Oehlhof (Hon); 16. Corey Bauder (Yam); 17. Tommy Johansson (Kaw); 18. William Wilson (Yam); 19. John Fesler (Suz); 20. Keith Johnson (Kaw).
Time: 7 min., 49.020 sec.

250 HEAT 2 (8 laps, 1-4 transfer to main): 1. Ezra Lusk (Hon); 2. Jeremy McGrath (Yam); 3. Doug Henry (Yam); 4. Mickael Pichon (Suz); 5. Mike Larocco (Hon); 6. Sebastian Tortelli (Kaw); 7. Damon Huffman (Kaw); 8. Heath Voss (Hon); 9. Jean Sebastien-Roy (Kaw); 10. Ryan Terlecki (Suz); 11. Brian Stone (Kaw); 12. Jason Frenette (Kaw); 13. Billy Binckley (Yam); 14. Jason Thomas (Kaw); 15. Jeff Tilton (Yam); 16. Tony Graves (Yam); 17. Brad Strunk (Hon); 18. Tom Welch (Suz); 19. Darren McElhattan (Yam); 20. Barry Carsten (Suz).
Time: 7 min., 46.780 sec.

250 SEMI 1 (6 laps, 1-5 transfer to main): 1. Jimmy Button (Yam); 2. Jeff Emig (Kaw); 3. John Dowd (Yam); 4. Greg Albertyn (Suz); 5. Kevin Crine (Kaw); 6. Marco Dube (Suz); 7. Tony Amaradio (Yam); 8. Mike Katin (Yam); 9. Keith Johnson (Kaw); 10. Carey Hart (Kaw); 11. Tommy Johansson (Kaw); 12. Joseph Oehlhof (Hon); 13. William Wilson (Yam); 14. Corey Bauder (Yam); 15. John Fesler (Suz); 16. Steve Lamson (Hon).
Time: 5 min., 52.250 sec.

250 SEMI 2 (6 laps, 1-5 transfer to main): 1. Damon Huffman (Kaw); 2. Mike Larocco (Hon); 3. Sebastian Tortelli (Kaw); 4. Ryan Terlecki (Suz); 5. Jean-Sebastien Roy (Kaw); 6. Barry Carsten (Suz); 7. Jason Frenette (Kaw); 8. Brian Stone (Kaw); 9. Billy Binckley (Yam); 10. Brad Strunk (Hon); 11. Tony Graves (Yam); 12. Tom Welch (Suz); 13. Darren McElhattan (Yam); 14. Heath Voss (Hon); 15. Jeff Tilton (Yam); 16. Jason Thomas (Kaw).
Time: 5 min., 51.800 sec.

250 LCQ (6 laps, 1-2 transfer to main): 1. Steve Lamson (Hon); 2. Tony Amaradio (Yam); 3. Heath Voss (Hon); 4. Mike Katin (Yam); 5. Carey Hart (Kaw); 6.

Jason Frenette (Kaw); 7. Brian Stone (Kaw); 8. Billy Binckley (Yam); 9. Marco Dube (Suz); 10. Tommy Johansson (Kaw); 11. Tom Welch (Suz); 12. Keith Johnson (Kaw); 13. Joseph Oehlhof (Hon); 14. Tony Graves (Yam); 15. Corey Bauder (Yam); 16. Brad Strunk (Hon); 17. William Wilson (Yam); 18. John Fesler (Suz); 19. Darren McElhattan (Yam); 20. Jason Thomas (Kaw); 21. Barry Carsten (Suz); 22. Jeff Tilton (Yam).
Time: 6 min., 0 sec.

250 MAIN (20 laps): 1. Jeremy McGrath (Yam); 2. Jimmy Button (Yam); 3. Kevin Windham (Yam); 4. Larry Ward (Suz); 5. Mike Larocco (Hon); 6. Ezra Lusk (Hon); 7. Ryan Hughes (Kaw); 8. Mickael Pichon (Suz); 9. Sebastian Tortelli (Kaw); 10. John Dowd (Yam); 11. Greg Albertyn (Suz); 12. Doug Henry (Yam); 13. Jeff Emig (Kaw); 14. Damon Huffman (Kaw); 15. Mike Brown (Hon); 16. Jean-Sebastien Roy (Kaw); 17. Tony Amaradio (Yam); 18. Ryan Terlecki (Suz); 19. Kevin Crine (Kaw); 20. Steve Lamson (Hon).
Time: 19 min., 39.600 sec.

Margin of victory: 8.005 sec.
250cc AMA SUPERCROSS SERIES POINT STANDINGS (After 7 of 16 rounds): 1. Jeremy McGrath (164/4 wins); 2. Kevin Windham (111); 3. Jimmy Button (107); 4. Ezra Lusk (104/2); 5. (TIE) Jeff Emig/Mike Larocco/Larry Ward (102); 8. Mickael Pichon (81); 9. (TIE) Ryan Hughes/Damon Huffman (80); 11. Greg Albertyn (75); 12. Doug Henry (73); 13. Sebastian Tortelli (71/1 win); 14. Mike Brown (59); 15. Mike Craig (56); 16. Tim Ferry (34); 17. Phil Lawrence (27); 18. Steve Lamson (22); 19. Jean-Sebastien Roy (18); 20. John Dowd (17).

KTM JR. SUPERCROSS CHALLENGE: 1. Zach Osborne (KTM); 2. Jordan Pittman (KTM); 3. Brandon Large (KTM); 4. Douglas Hall (KTM); 5. Brad James (KTM); 6. Michael Mueller (KTM); 7. Tate Harney (KTM); 8. Chris Graham (KTM); 9. Chase McIntyre (KTM); 10. Blake Daniels (KTM); 11. Amanda Rassiga (KTM); 12. Steven Sowsels Jr. (KTM); 13. Shelby Rolan (KTM); 14. Jarret Suddeth (KTM); 15. Jonathan Archambault (KTM).

Upcoming Rounds:
Round 8 - Tampa, Florida, February 28
Round 9 - Daytona Beach, Florida, March 7

Toyota Trucks/Thor Parts Unlimited AMA Eastern Regional 125cc Supercross Series Round 2: Georgia Dome

Carmichael two for two

By Cameron Coatney
Photos by Karl Ockert

ATLANTA, GA, FEB. 21

Team Pro Circuit/SplitFire/Kawasaki's Ricky Carmichael attained another first in his young and promising career when the Florida-grown speedster won the Eastern Regional 125cc class for the second week in a row at the packed Atlanta Supercross.

Carmichael's win came with the ease and showmanship that has come to be expected from the talented rider as he

whipped his KX125 upside down a few laps from the end of his heat before winning it - and that was after a crash. In the main, Carmichael gated about fourth, had the lead by the middle of the first lap of the 15-lap feature and "checked out" for the win just like his mechanic, Chad Watts, signaled him to do early in the race.

"I'm riding a lot smoother this year and my bike is really fast," Carmichael said. "I'm just keeping my cool. I've never won two supercrosses in a row and it feels great to do it. It was really nice to get out front and enjoy this win with the crowd."

Finishing second was Team FMF/Honda's 18-year-old hopeful, Danny Smith, who is definitely coming to terms with things since being switched over to the Eastern Regional SX series a few weeks ago. Smith gated outside of the top 10 in the main and never stopped charging on his way to taking over second before the very last turn.

"I felt good in the main, but I was riding really tight earlier," Smith said. "I just never gave up and pushed all the way to the finish. It feels good because I've been working so hard and I'm very excited. My mechanic, Brent Myron, never gives up and neither does this team, so I'm just going to keep charging."

Taking the final podium position was Tom Morgan Racing/Lemonds Yamaha/MSR-backed Robbie Skaggs, who ran second for 13 laps until crashing right before the final turn.

"I finally got a decent start in a main," an excited Skaggs said. "So I tried to hold a good pace, riding about four laps as hard as I could. I settled into a comfortable pace, but my arms

pumped up a little bit because I was tense. I just tried to stay focused on riding the track and not look behind me. And it worked until the last turn, but I didn't know he (Smith) was there and I couldn't hold on. I bobbled and he got by me. I'm back, I've got my head on straight and Tom Morgan's got my bike working really good. I'm in shape but my arms pumped up a little bit, and I'll work on that and I'll be back on the podium just as soon as I can."

Bromley Suzuki/Dunlop/MSR's Barry Carsten ran a great race to finish fourth, followed by Honda of Troy's Casey Lytle in fifth.

Carmichael leads the Eastern Regional point standings by 14 points over Lytle, 50-36, and Primal Impulse/Bill's Pipes/Suzuki's Robbie Reynard sits in third with 35 points after a less-than-stellar ninth in the main.

HEATS

Transferring to the main out of the first heat with a win was Reynard, who had to get by Skaggs to win it. Skaggs held on to second. Reynard's teammate Charlie Bogard worked his way into third, Team Green/Pro Circuit/Fox's Shae Bentley held on to fourth and Lytle rounded out the top five. Taking the remaining transfer positions were RPM/SMP/Papa Joe's Tommy Clowers, 2Xtreme International's Jeff Dement, FMF/Extreme/Pro Action-backed Cory Keeney, and Carsten.

Carmichael won the second 125cc heat race after having to battle by holeshot artist Lorusso, Moto XXX/Pro Grip's Paul Currie and early-race leader Shaun Perolio, as well as deal with an early-race fall. Perolio ended up taking second in front of FMF/Honda's Brock Sellards, Lorusso and FMF/AXO/Goat-



sponsored Matt Shue. Honda of Troy/Pro Circuit/Sinisalo's Mark Burkhart finished sixth, followed by Kawasaki of Mexico/Tecate/Thor's Ryan Clark, One Industries/Pro Circuit/Sinisalo's Ryan Duff and Dr. Medsker/Cycle Shed/KTM's James Povolny Jr., who grabbed the final transfer in ninth.

Neese won the last-chance qualifier in front of Smith, Streits Motorsports/RPI/Thor-sponsored Jason Thomas and Moto XXXer Paul Currie, who had the transfer spot handed to him when Moto Planet/Kingsport KTM/FMF's Robbie Horton bobbed before the finish line.

MAIN

Lorusso picked up the 1-900-PRO-RACE Holedshot Award in the main with his second holedshot of the night's program, followed by Currie (on his Nic Wey loaner Pro Circuit KX125 - see Briefly...), Neese, Carmichael and Skaggs. By the middle of the first lap, Carmichael had taken the lead from Currie and was simply gone. He had six seconds on Skaggs by lap two and

extended it to 15 seconds by the finish. His win looked effortless although his aerial display was a bit subdued - he only took his hands off the bars a few times.

Meanwhile, Skaggs held on to second, being closely pursued by Neese, who actually passed Skaggs for second on lap 11 before immediately taking a digger on the big triple and falling back to sixth. Carsten, Currie, Povolny, Lytle, Lorusso and Clark were all in the mix for top-10 finishes, while Reynard charged as hard as he could from dead last.

The man on the move in the race was Smith, who never stopped going forward until the checkered flag told him to stop. When he looked back, he realized he had passed the downed Skaggs for second just before the finish line. Skaggs had put up a valiant effort until that point to hold second, but was exhausted and threw it away about 50 feet from finish. He was still able to gather himself up for third.

Carsten rode a steady pace to nab fourth ahead of Lytle, Neese, Lorusso, Reynard, Clark and Povolny in 10th. **EN**

Georgia Dome Atlanta, Georgia

Results: February 21, 1998 (Round 2 of 8)

125 HEAT 1 (6 laps, 1-9 transfer to main): 1. Robbie Reynard (Suz); 2. Robbie Skaggs (Yam); 3. Charley Bogard (Suz); 4. Shae Bentley (Kaw); 5. Casey Lytle (Hon); 6. Tom Clowers (Hon); 7. Jeff Dement (Yam); 8. Cory Keeney (Yam); 9. Barry Carsten (Suz); 10. Robbie Horton (KTM); 11. Tom Welch (Suz); 12. Brandon Roberts (Kaw); 13. Ty Wallace (Yam); 14. Jim Neese (KTM); 15. Chad Sanner (Kaw); 16. Doug Dehaan (Hon); 17. Jason Thomas (Kaw); 18. Jeff Giese (Hon); 19. Ronnie Renner (KTM); 20. Mark Culton (Suz).
Time: 6 min., 2.430 sec.

125 HEAT 2 (6 laps, 1-9 transfer to main): 1. Ricky Carmichael (Kaw); 2. Shaun Perolio (Suz); 3. Brock Sellards (Hon); 4. Tony Lorusso (Suz); 5. Matt Shue (Suz); 6. Mark Burkhart (Hon); 7. Ryan Clark (Kaw); 8. Ryan Duff (Hon); 9. James Povolny (KTM); 10. James Eickel (Kaw); 11. Brian Deegan (Suz); 12. Paul Currie (Kaw); 13. Jacob Martin (Suz); 14. Steve Andrich (Yam); 15. Jon Boruff (Suz); 16. Brian Stone (Kaw); 17. Danny Smith (Hon); 18. Joshua Sweat (Suz); 19. Charles Dunaway (Hon); 20. Brian Thornburg (Kaw).
Time: 6 min., 15.960 sec.

125 LCQ (4 laps, 1-4 transfer to main): 1. Jim Neese (KTM); 2. Danny Smith (Hon); 3. Jason Thomas (Kaw); 4. Paul Currie (Kaw); 5. Robbie Horton (KTM); 6. Brian Deegan (Suz); 7. Jacob Martin (Suz); 8. James Eickel (Kaw); 9. Charles Dunaway (Hon); 10. Chad Sanner (Kaw); 11. Steve Andrich (Yam); 12. Tom Wells (Suz); 13. Brian Stone (Kaw); 14. Brandon Roberts (Kaw); 15. Joshua Sweat (Suz); 16. Ty Wallace (Yam); 17. Jeff Giese (Hon); 18. Ronnie Renner (KTM); 19. Doug Dehaan (Hon); 20. Jon Boruff (Suz); 21. Mark Culton (Suz); 22. Brian Thornburg (Kaw).
Time: 4 min., 8.530 sec.

125 MAIN (15 laps): 1. Ricky Carmichael (Kaw); 2.

(Above left) Fast-starting Tony Lorusso (31) stole the holedshot in the main, but it was Danny Smith (125) who charged up to take second place by the finish.

(Above) Robbie Skaggs ran second for most of the main. He still got third after crashing under the pressure applied by Smith in the last corner of the main.

Danny Smith (Hon); 3. Robbie Skaggs (Yam); 4. Barry Carsten (Suz); 5. Casey Lytle (Hon); 6. Jim Neese (KTM); 7. Tony Lorusso (Suz); 8. Robbie Reynard (Suz); 9. Ryan Clark (Kaw); 10. James Povolny (KTM); 11. Ryan Duff (Hon); 12. Jeff Dement (Yam); 13. Shae Bentley (Kaw); 14. Mark Burkhart (Hon); 15. Shaun Perolio (Suz); 16. Brock Sellards (Hon); 17. Jason Thomas (Kaw); 18. Charley Bogard (Suz); 19. Tom Clowers (Hon); 20. Cory Keeney (Yam); 21. Matt Shue (Suz); 22. Paul Currie (Kaw).
Time: 15 min., 43.440 sec.

Margin of victory: 5.009 sec.

125 EASTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS (After 2 of 8 rounds): 1. Ricky Carmichael (50/2 wins); 2. Casey Lytle (36); 3. Robbie Reynard (35); 4. Barry Carsten (29); 5. Ryan Clark (25); 6. Brock Sellards (23); 7. Jim Neese (20); 8. Robbie Skaggs (20); 9. Tony Lorusso (14); 10. James Povolny (13); 11. Nic Wey (12); 12. (TIE) Paul Currie/Tom Clowers/Mark Burkhart (10); 15. (TIE) Matt Shue/Jeff Dement (9); 17. Shae Bentley (8); 18. (TIE) Charles Dunaway/Cory Keeney (7); 20. (TIE) Jeffrey Baker/Jason Thomas (4).

Upcoming Rounds:

Round 3 - Tampa, Florida, February 28

Round 4 - Daytona Beach, Florida, March 7

Briefly...

Team Kawasaki's **Jeff Emig** earned the **1-900-PRO-RACE Holedshot Award** in the 250cc class and picked up the \$1000 prize that comes with it. "The starts are the only thing I can seem to do right now," Emig told the crowd. In the 125cc class, it was Team F&S Racing/Factory Connection/JT's **Tony Lorusso** grabbing the \$500 check for beating everybody to the first turn. Lorusso also nailed the holedshot in his heat race.

During Thursday's practice sessions it was noted that the **red clay** on the Georgia dome floor was **rutting** up more than usual, making it extremely technical. So track builder Dirt Wurx dumped 8000 pounds of powdered cement on the critical parts of the track - like the facing and landing areas of the jumps and in the corners. "The cement will do two things," said Dirt Wurx's Rich Winkler. "It will help take up some of the moisture in the clay. Then it will set into a layer of crust on the surface." The track still rutted up as expected, but the conditions were better on race day.

One of the riders enjoying the ruts on Saturday night was Suzuki's **Larry Ward**. "I like the ruts," Ward said after the main. "It separates a lot of people. Ruts make you real tired and you have to ride them a little differently. You have to know how to conserve a little bit of energy and stay loose. I seem to be able to ride the ruts all right. Sometimes they kill me, but tonight I got through pretty good." Ward finished fourth in the main.

Compared to last year's attendance figures, all of the supercross rounds thus far in 1998 have set **attendance records**. The only exception was the Phoenix round, which set an attendance record in 1997.

Yamaha currently leads the **manufacturer point standings** with 164 points - no doubt fueled by Jeremy McGrath's fine finishes. Honda is second with 135, followed by Kawasaki (125) and Suzuki (116).

Team Kawasaki of Mexico/Tecate's **Phil Lawrence** injured his wrist in Indianapolis last week and did not make the trip to Atlanta. "He cased multiple times in practice, his heat race and the last-

chance qualifier," team manager Paul Lindsey reported. "His X-rays came back negative so he'll be out for just a week." Since they didn't have a 250cc rider (Pedro Gonzalez is still out with injuries), the team brought in Canadian **Jean-Sebastien Roy** to ride for them. Roy finished 16th in the main. It was also reported that Spanish jumping sensation **Edgar Torronteras** will be joining the revolving-door team at next week's round in Tampa, Florida.

Team Moto XXX riders **Brian Deegan**, **Paul Currie** and **James Eickel** had a rude awakening on the morning of the Atlanta Supercross when they realized their bikes had been stolen from a secured parking lot of their hotel, the Fairfield Inn. Stolen from the box van were the rider's three KX125s, gearbags, tires, wheels, spares and personal belongings, etc. The entire team was able to race when Pro Circuit/SplitFire/Kawasaki let Currie use Western Regional rider Nic Wey's bike, former ATV National Champion Donnie Banks of Capital Cycle loaned a KX125 to James Eickel, and Brian Deegan secured an RM125 from privateer Mark Easley. Gear for the entire team was also a charity affair as the riders borrowed gear from several different riders.

With Team Chaparral Yamaha's **Jimmy Button**'s recent string of podium finishes, many have been speculating that he might be running works Yamaha motors like his teammate McGrath, but team manager Larry Brooks set the record straight. "The motor Jimmy is using is all Chaparral - the pipe silencer, porting, carb mods, everything," Brooks said. "They are basically the settings that Brian Kinney and I developed at the end of last year. Kel Car-ruthers came in and altered the way the motor flowed and messed with the crankcase volumes and pressures to get us to where we're at now. His suspension is a Kayaba works kit through Enzo. We just couldn't be happier with the performance of that bike right now."

Team Honda's Ezra Lusk came into Atlanta nursing a sore left hand sustained in a main-event, first/second-turn crash last week in Indy. The X-rays on his hand came back with negative results and the Georgian was given the okay to race. "Everything is fine, but I still can't hold on that well," Lusk said before the race. After winning his heat race, he quipped from the podium, "It's nothing a little Advil can't take care of."

The **Team Kawasaki bikes** of Jeff Emig, Ryan Hughes and Damon Huffman were all using a more conventional rear shock -

complete with high- and low-speed compression adjusters - but the shocks didn't utilize the extra remote reservoirs they've been using all season long that are believed to bleed off excess air to provide consistent action. Also spied in the Kawasaki pits was the fact that only Emig was still retaining the use of the extra canisters the team has been using all year on the front forks. "We actually had the front fork canisters on for yesterday's practice," Hughes' mechanic, Ron Wood, related. "Those things make the suspension really plush in the initial part of the travel. It's great for choppy tracks, but this thing is rough and rutted, and we felt this would give the guys more control so they won't be sinking down into the ruts and big bumps." Wood also had some insight on bike testing, which has obviously become difficult for the factory teams that usually prefer to do most of their testing in California. "When these riders come to the track, they want their bikes to be perfect," Wood said.

Team Yamaha's **Kevin Windham** attempted one of his customary nose wheelies on his entrance to the opening ceremonies and nearly cartwheeled his bike into the other riders who had already been introduced. "I was little embarrassed," Windham said. "It's something I've been doing for quite a while now - about seven races - and it really gets the fans behind you. That's what it's all about. The seventh time busted me, but I played it off good. My tail was between my legs, so I did pretty much the only thing I could do at the time - throw my hands up in the air - and the crowd seemed to like it even better that time. The lights are out and the track has just been groomed; it's just one of those things that happens. Racing is just so much better with the fans behind you. You take the good with the bad and try to put on as good of a show as you can."

During the opening ceremonies, **Pace Motorsports'** Gary Becker presented **Jeremy McGrath** with an award commemorating his record-breaking 64th career AMA National and Supercross win, which McGrath accomplished at the Indianapolis Supercross a week earlier.

Mike Craig of Team Honda of Troy is sidelined indefinitely after injuring his wrist and arm in the Indianapolis main last week. Craig was involved in a second-turn crash that also involved Lusk and Windham. "He basically has no grip in his left arm," said team manager Erik Kehoe. "The X-rays and the MRI came back negative, but Mike's status is still day-to-day." Mike Brown is the team's sole 250cc rider until Craig returns.

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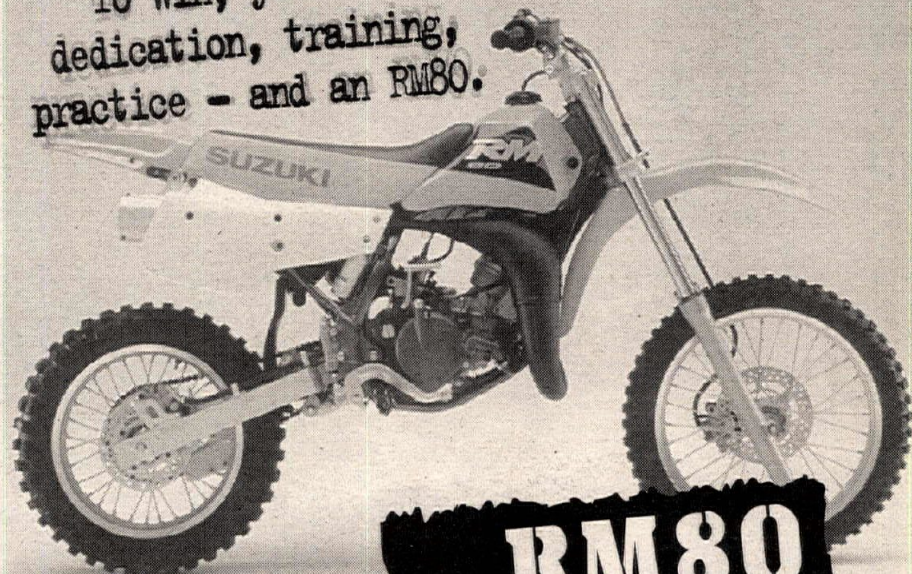


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SHOOTOUT

Kawasaki KX250 vs. Yamaha YZ400F



Choose your

weapon

By Cameron Coatney

By now it's surely no secret that Yamaha's YZ400F four-stroke motocrosser is just about everything it has been cracked up to be. It's revolutionary, awesome, phenomenal, cool, the bomb, fat, dope and anything else that you and your buddies might have coined to describe something that's *bad* ("bad" meaning "good," of course). It is a very good motorcycle no matter how many strokes it has.

We also have to admit that the YZF is an insanely fun motorcycle to ride, perhaps having no equal in this category at the moment. The sounds and sensations created by this bike are something that almost can't be explained. You simply have to ride one to fully understand just what it is we're talking about here. (Husaberg riders, however, might have a good idea what we're talking about.)

After a few weeks of thoughts and conversations resembling the words in the paragraphs above, we here at the new-and-improved, posh (and I do

mean *posh*) Cycle News headquarters became a little curious. Just how good is this thing? Just how does it compare to the two-stroke it emulated and aimed for?

The Yamaha R&D guys have been saying since day one that their testers could consistently turn faster lap times on the YZ400F than on their own YZ250, and that intrigued us. Initially, we actually thought about sticking it right into our annual 250cc Shootout, but after some considerations we decided to put it up against the winner of the shootout - the Kawasaki KX250 - as well as the stopwatch. Testers can and will lie (okay, bend the truth), but the stopwatch never tells a tall tale.

There shouldn't even be a question as to why we chose to put it up against the KX250, because, simply stated, it won our shootout hands down - no contest. It is a confidence-inspiring motocrosser that combines incredible amounts of usable power with great handling and suspension action - stiff competition for the YZF, to say the least.

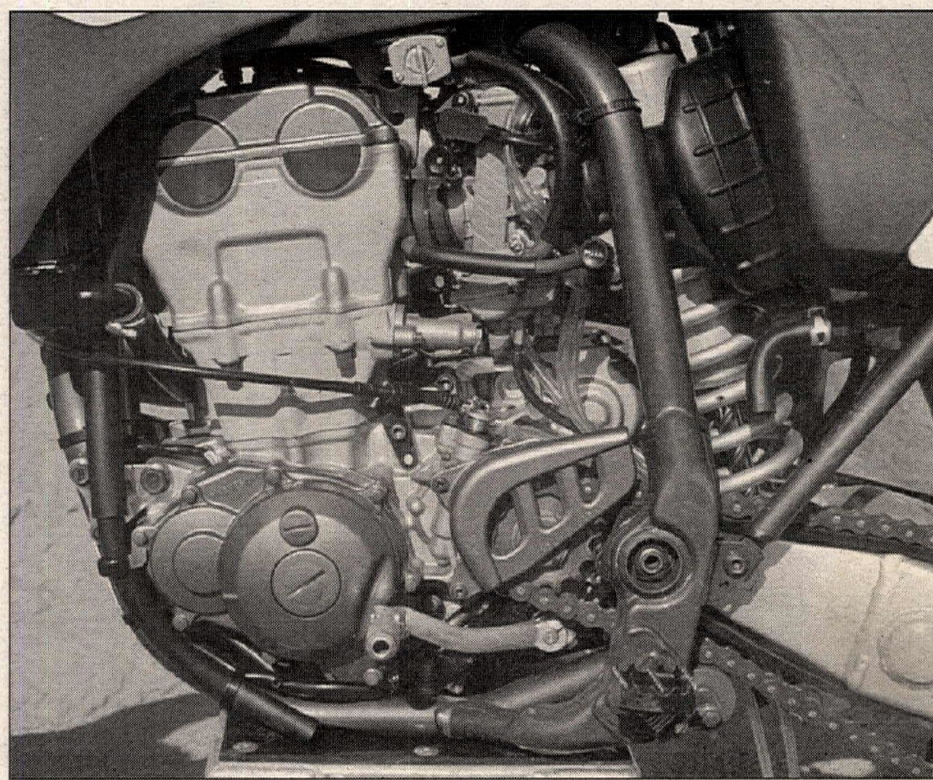
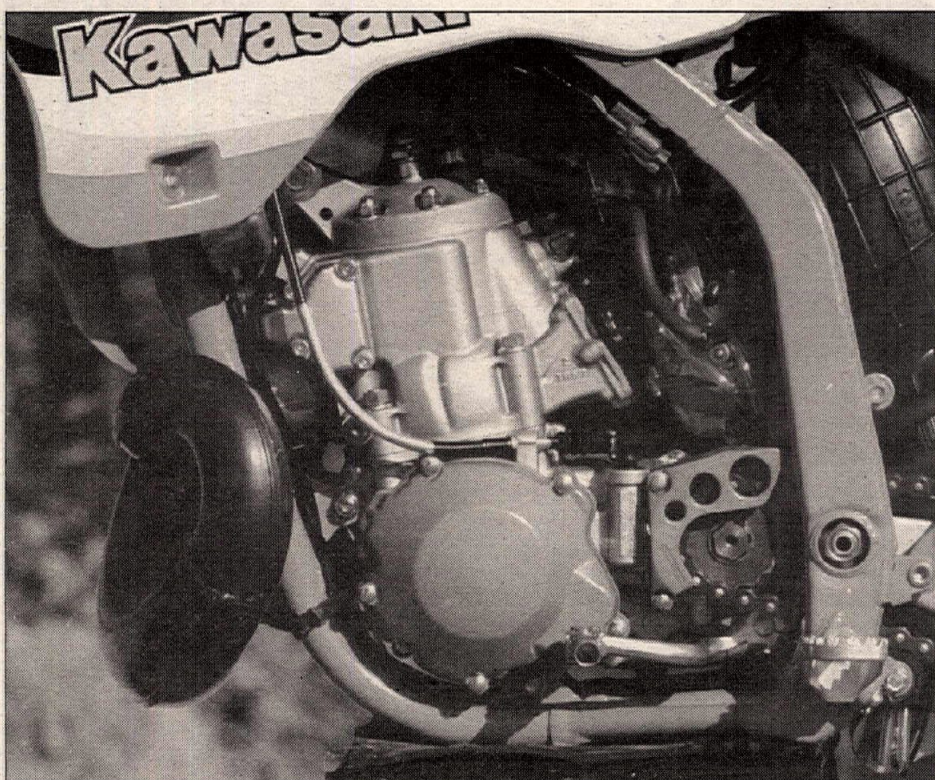
We tested bikes at just about every major Southern California track from Perris Raceway to Competition Park, but ended up taking actual lap times at Carlsbad Raceway, Glen Helen Raceway and our "Double-Secret Sand Track" in the high desert. With lap times taken from these three mostly natural-terrain MX tracks, all of the major varieties of track terrain were covered: Carlsbad is slick, choppy and extremely hard-packed; Glen Helen has intermediate terrain with some hard-pack and plenty of loamy turns; and the Double-Secret Sand Track consists of heavy wash sand, loam, ruts, and hundreds of whoops and holes.

As for the testers, we used riders of all ability levels from beginners up to the top. When it came down to hammering out laps for the record, though, we were able to scrounge up pro-level tester Don Burke, intermediate Josh Wray and novices Cameron Coatney and Jay Clark. (Hey, everybody wants to be a test rider until you really need them.)

Which is best: two-stroke or four-stroke? The 1998 Kawasaki KX250 and Yamaha YZ400F square off.

After seeing numerous dyno charts, we've come to the conclusion that the YZF and KX both put out between 43 and 45 hp, depending on the dyno and the bikes. While the KX power is snappy and responsive before signing off pretty early, the YZF produces most of its power in the middle- to upper-rpm range. Consequently, the Kawasaki is quicker through shorter straightaways and loamy corners where the instant hit can be utilized effectively, while the Yamaha is faster down longer straightaways and through flat and slick turns. Similarly, the KX excels on start straights which are short and loamy, while the YZF excels on longer, slicker start straights where it can put its more tractable power to the ground more efficiently as it revs past the KX. Both have awe-inspiring powerplants in their own ways.

The shifting and clutch action are very good on both bikes, although



testers did occasionally complain of missing more shifts on the Kawasaki. The clutch on the Yamaha will fade with abuse and seems to have a shorter life span, from what we've heard (although we are still on our original clutch after three months of hard abuse). But, as we've said a few times before, if you're abusing the clutch on the YZF, you're riding it like a bozo.

One thing we noticed about the YZ400F is that a lot of riders have trouble with stalling the motor going into corners. It doesn't cough and die - it just dies sometimes if you let the revs drop too violently and don't pull in the clutch fast enough. A few of our riders (the ones who have ridden four-strokes before) never experienced this problem, and we think it's just one of the differences that you've got to learn to deal with.

With a stall comes refiring the 400, and that's where things got a little ugly. The two-stroke regulars just weren't quite up to speed on the starting drill and would spend about a minute kicking it, while a similar stall on the KX would only cost you about 10 seconds. Those laps were thrown out of the lap sheets, but it happened quite a bit with the 400. The bike starts fine hot or cold as long as you remember the routine: Find top dead center (the hard spot), pull in the compression release and move the kickstarter down about an inch, and then give it a hard kick with no throttle applied. It's easy enough to do, but there is no doubt that it will take you longer to start the YZ in a panic than it will the KX.

Suspensionwise, these bikes do an admirable job of handling track irregularities, although some of our testers (especially the heavier or faster riders) felt that both bikes could use stiffer fork springs.

With 95 to 100mm sag in the rear, both shocks work excellently, providing plush action, control and a good resistance to bottoming. The KX is the plush-est 250 out there, but the YZF is still even more plush over smaller track irregularities, probably due to the 30 extra pounds and the nature of the four-stroke power delivery. The YZ tracks a little better because of this, but because of the extra weight, it just can't quite hang with the KX in really deep whoops where the KX's instant power and lighter weight make it easier to skim across the top of the whoops. Landings

from large jumps, especially into holes on flat ground, are also slightly more confidence-inspiring on the KX, due to its lighter weight. All of our testers agreed that you just seem to slam down a little harder on the YZF, which is a tad unsettling when compared to making the same landing on the KX250.

Fast, flat and slick turns were dominated by the 400 due to the smooth and tractable nature of the power delivery. You can simply apply the gas sooner on the Yamaha, and most riders felt an increase in midcorner and exit speed in nearly every situation. The only cornering situation where the Kawasaki felt markedly better was in extremely tight and sandy turns, where the lighter weight and instant power are the necessity. Both of the bikes will exhibit minor headshake if you chop the throttle coming into rough and choppy corners - but what bike doesn't in these circumstances?

Braking performance was admirable on the pair of motocrossers. The KX front brake did get a little mushy with time and needs to have the fluid

changed and bled every once in a while to combat this. Some riders also wanted a little more power out of the front binders on the 400F to deal with the extra weight of the bike, but conversely, some of our testers thought the brakes were perfect and felt they could actually brake later and deeper into turns on the Yamaha. This struck some of us as strange, because the YZF doesn't have as much engine braking as a regular four-stroke, with its light flywheel and crank and high-revving motor. We think it may just be a mental thing: Since it's usually easier to deal with corners on the YZ anyway, maybe riders were coming into the turns hotter due to newfound cornering confidence. Hey, whatever works for you, right?

Sitting on the duo reveals an equally slim, flat and comfortable riding platform. Most of our testers preferred the flat and soft seat on the KX, as we often heard minor complaints about the hard and pointy Yamaha throne.

With all of these points in mind, it should be very easy to see that each of these bikes has its own set of strengths

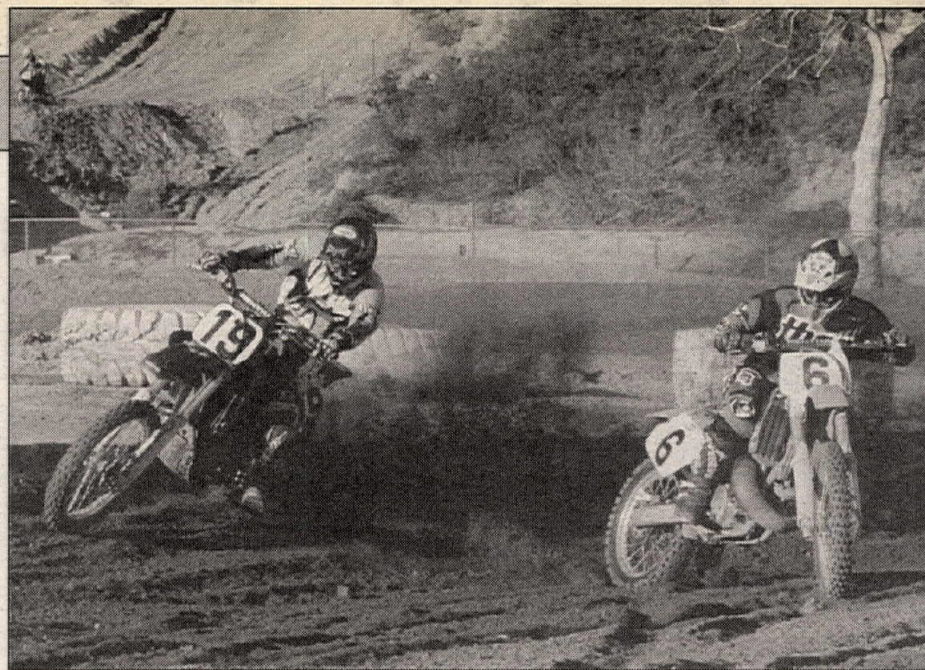
The KX250 motor (above left) produces an explosive, bottom- to midrange-based spread of power. The YZ400F four-stroke powerplant (above) has a good spread of power from top to bottom, but things really start happening in the middle and upper rpm. Both motors are very potent. (Below) The KX250 (6) and the YZ400F (19) are both very predictable in the air. The YZF is better at takeoffs, especially when they are rutted and slick, while the KX is better on harsh landings because it's lighter.

and weaknesses that, for the most part, match the weaknesses and strengths of the other bike. It's all a trade-off. Test riders who had spent more time getting acclimated to the four-stroke and its ways turned in lap times that were almost identical to those posted on the two-stroke between the three tracks, while the testers who primarily rode two-strokes turned more consistent and faster lap times on the two-stroke KX. If most of us had been riding four-strokes for the last 20 years, it would be the other way around, for sure.





SHOOTOUT



(Left) It's pucker time! Not all of our testers experienced this nose-dropping phenomenon on the YZ400F, but the ones who did learned to leave the gas on a little longer off of the jump faces.
(Above) The YZ400F (19) is smooth and predictable in the corners due to the smooth and tractable nature of the power delivery. Flat or slick corners are its forte. On the other hand, the KX250 is a little more of a handful in the corners, due to the extremely responsive nature of its power delivery, but nothing that Kawasaki R&D guy Mike Fisher couldn't handle. The KX rules in tight or sandy corners, though.

All of the lap times, averages and quickest lap times are presented in a chart at the end of this story for comparison purposes, but we'll give you a quick rundown anyway. The times were somewhat predictable, but surprising at the same time. At the slick, hard-packed and choppy Carlsbad Raceway, where everyone thought the YZ400F would walk away from the KX, things were pretty close. Two riders turned identically fast lap times and one was a second faster on the YZ, and two of the riders turned in lower elapsed times on the Yamaha.

At our intermediate-terrain track, Glen Helen Raceway, where we thought things would be pretty darn close, three of our testers had their fastest laps on

the KX, one rider was faster on the YZ, and all four of the riders were faster on the KX in elapsed time.
Things got a little interesting at our sand track, as well. This is the place we though the KX would have the upper hand for sure, but one rider (out of three) was able to turn a faster lap on the YZ400F (the author, who has a lot of time on the Yamaha). As expected, all of the riders had faster elapsed times on the Kawasaki.
So what does all this mean? Well, this is a shootout and we have to pick a winner, so that winner is the Kawasaki KX250. Take a look at the data and it's easy to see why: More riders went faster on the KX250, plain and simple. However, announcing the KX250 as the winner

and calling it a day just doesn't tell the whole story of the YZF400F and this shootout.
Each and every rider who rode the YZ400F got off the bike saying it was the most fun and exhilarating motocrosser they had ever ridden. Everyone was mesmerized by the bike, and that says plenty in itself. We feel that if these testers had more time to get accustomed to the four-stroke, the times would be similar to those posted by the KX250.

This is evidenced by the author, who turned in very similar lap times at most of the tracks.
So yes, the KX250 won this shootout, but we have firmly established that you *can* race the YZ400F against 250cc two-strokes without hindering your racing accomplishments. Each bike has its own strengths and weaknesses that make them very competitive with one another. So choose your weapon.

Carlsbad Raceway - Natural MX/slick, hard-packed terrain

	Don Burke		Josh Wray		Cameron Coatney	
	KX	YZF	KX	YZF	KX	YZF
Lap 1	1:58	1:57	2:00	1:59	2:06	2:07
Lap 2	1:57	1:57	2:01	1:59	2:05	2:05
Lap 3	1:58	1:59	2:03	2:01	2:07	2:07
Lap 4	1:57	2:00	2:04	2:03	2:07	2:06
Lap 5	1:57	2:00	2:07	2:03	2:07	2:06
Lap 6	1:57	2:01	2:05	1:59	2:07	2:06
Elapsed time	11:44	11:54	12:20	12:04	12:39	12:37
Average	1:57	2:00	2:03	2:01	2:07	2:06
Fastest time	Tie 1:57		YZF 1:59		Tie 2:05	

Glen Helen Raceway - MX/intermediate-to-sandy terrain

	Don Burke		Josh Wray		Cameron Coatney		Jay Clark	
	KX	YZF	KX	YZF	KX	YZF	KX	YZF
Lap 1	2:27	2:25	2:30	2:32	2:38	2:37	2:41	2:46
Lap 2	2:27	2:29	2:32	2:39	2:40	2:41	2:43	2:51
Lap 3	2:26	2:32	2:33	2:39	2:36	2:40	2:44	2:44
Lap 4	2:26	2:29	2:37	2:36	2:37	2:42	2:43	2:46
Lap 5	2:30	2:29	2:40	2:38	2:39	2:43	2:43	2:45
Lap 6	2:30	2:29	2:43	2:44	2:40	2:43	2:45	2:48
Elapsed time	14:46	14:53	15:35	16:04	15:50	16:06	16:19	16:50
Average	2:28	2:29	2:36	2:38	2:38	2:41	2:43	2:47
Fastest time	YZF 2:25		KX 2:30		KX 2:36		KX 2:41	

Double-Secret Sand Track - Natural MX/sandy and loamy terrain

	Don Burke		Cameron Coatney		Jay Clark	
	KX	YZF	KX	YZF	KX	YZF
Lap 1	2:35	2:39	2:44	2:42	2:50	2:57
Lap 2	2:31	2:37	2:43	2:45	2:46	2:53
Lap 3	2:30	2:35	2:45	2:45	2:46	2:51
Lap 4	2:27	2:34	2:46	2:45	2:46	2:51
Lap 5	2:29	2:33	2:45	2:45	2:44	2:52
Elapsed time	12:32	12:58	13:43	13:42	13:52	14:22
Average	2:30	2:36	2:45	2:44	2:46	2:53
Fastest time	KX 2:29		YZF 2:42		KX 2:44	

KAWASAKI KX250

Specifications

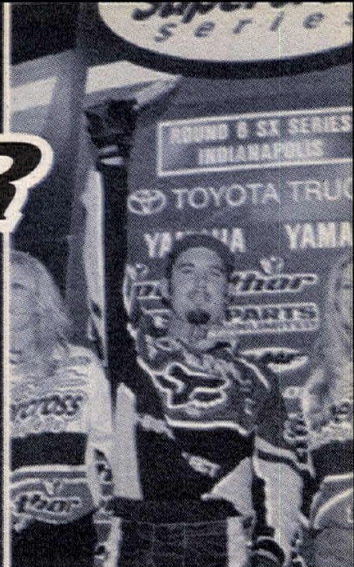
List Price	\$5649
Displacement	249cc
Engine type	Liquid-cooled, single-cylinder two-stroke with exhaust power valve (KIPS)
Bore x stroke	66.4 x 72mm
Compression ratio	9.0-10.8:1
Carburetion	.38mm Keihin Powerjet
Ignition	Digital CDI
Transmission	5-speed
Starting system	Kick
Fuel capacity	2.2 gal.
Wheelbase	58.3 in.
Rake/trail	26°/109.2mm
Seat height	37.4 in.
Front tire	80/100-21 Bridgestone M77
Rear tire	110/90-19 Bridgestone M78
Front suspension	Kayaba adjustable inverted forks with 12.2 inches of wheel travel
Rear suspension	Kayaba adjustable shock with 13.0 inches of wheel travel
Front brake	Disc
Rear brake	Disc
Final drive	Chain - 13/48
Claimed dry weight	214 lbs.

YAMAHA YZ400F

Specifications

List Price	\$5799
Displacement	399cc
Engine type	Liquid-cooled, single-cylinder four-stroke
Bore x stroke	92 x 68.8mm
Compression ratio	12.5:1
Carburetion	.39mm Keihin FCR
Ignition	CDI w/throttle-position sensor
Transmission	5-speed
Starting system	Kick
Fuel capacity	2.1 gal.
Wheelbase	58.3 in.
Rake/trail	27.8°/115.3mm
Seat height	38.5 in.
Front tire	80/100-21 Dunlop K490
Rear tire	110/90-19 Dunlop K695
Front suspension	Kayaba adjustable inverted fork with 11.8 inches of wheel travel
Rear suspension	Kayaba adjustable shock with 12.4 inches of wheel travel
Front brake	Disc
Rear brake	Disc
Final drive	Chain - 14/49
Claimed dry weight	244 lbs.

THE WINNINGEST MOTOCROSSER OF ALL TIME.



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YZ250

CHAPARRAL

YAMAHA

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Advantage *Slight*



By Darryl Flack
Photos by Gold & Goose

Having completed the final day's endurance tire testing before lunch, Aaron Slight is sitting in the Castrol Honda trailer at Phillip Island, happily munching on the rest of a piece of his favorite cake. After finishing the three-day Flammini test as the fastest of the World Superbike men, the 32-year-old New Zealander is living proof that you can have your cake and eat it, too.

Following acrimonious years with successive teammates Carl Fogarty and John Kocinski, Slight has yet another new chum to break in, albeit a less hostile one. During this interview, new teammate Colin Edwards II burst in and challenged Slight to get back out on the track, to which he answered, "Get real!" Despite being very good friends, Slight, a six-year veteran of World Superbike racing, later volunteered that the sheer dynamics of being teammates will inevitably place pressure on their relationship. It's a lesson hard learned after a bitter falling-out with Fogarty, which was later followed by refresher courses courtesy of Anthony Gobert and then Kocinski.

Rather than sapping his morale, the ongoing psychological warfare off the track has only sharpened his focus, made him wiser and more determined than ever. Despite the pressure of being in his fifth year in arguably World Superbike racing's hottest hot seat, Slight is grateful for his time in the Castrol Honda squad, and to the pundits who consider him to be a contender yet again.

Rather than being in the twilight of his career, he believes he's fitter and

mentally tougher than he's ever been. Even though World Champion Kocinski has left to try his hand at 500cc Grand Prix racing, Slight will confront the usual suspects Foggy, Troy Corser, Scott Russell, Akira Yanagawa, Pier-Francesco Chili and newcomer Noriyuki Haga. But his approach this year includes not nominating numbers or names - his only competition will be his ability to maintain peak fitness, which he believes was threatened by a sciatic problem with his back in 1997. For one who has prided himself on consistency, it was a fatal development that coincided with Kocinski's transformation from chump to champ. This year, it's a strategy of winning races and letting the championship take care of itself. Despite his bridesmaid tag, Slight says he hasn't deserved to win the title yet - which will make it all the more sweeter if he does.

Going on your preseason form, you must be happy.

Very happy. The test in Malaysia went well. I was second fastest by a thousandth, and I was on race tires, too. I went two-tenths faster on them on the 11th and 12th laps when most guys couldn't get more than three or four. It was hot - 38 degrees - and I was consistently fast.

What about here at Phillip Island?

Every day in the morning I've been fastest by far, and then in the afternoon I've been testing stuff and the other people have been catching up.

Have the times been a bit slow?

Yeah, the track's a bit slow. The conditions are good in the morning, and then the wind comes up in the afternoon and stuffs everything up. It's been brilliant weather considering what Phillip Island can get like. It doesn't get much better than it did in the mornings.

Are you fired up for this year, following your well-reported midseason slump in 1997?

I'm more fired up this year than I've ever been. I didn't know who my teammate was going to be. I went back home and had a bit of a rethink, and started my training early because if it was John (Kocinski), I was going to be ready for him.

Does it matter who your teammate is in how hard you train?

Hell, if it's John, it affects everything! He was a hard guy to deal with.

Did you have to deal with him?

Oh, yeah.

In what respect?

Just being around.

You couldn't ignore him?

He was running the team - he was the team boss. I mean, you can't ignore that.

How was he running the team?

He just ruled the roost, he did what he wanted to do, and that wasn't on. I was looking forward to the challenge again, but he didn't sign so now I have a teammate I can work with.

Did those episodes with Kocinski affect your motivation?

Not my motivation, it's always there, always has been there. I started the year off really well, trying to blank it all out. When I had that bad run in the middle of the year with back problems, he was coming strong, winning at his home track. But that was last year; I've learned a lot from that and I've gone from strength to strength with some good testing results.

Can you explain the problem you had with your back?

I've always run for my general base fitness, and it was all those years of running that started pinching a nerve and it was getting worse and worse. It was causing a

bad sciatic down one side of my leg, and it wasn't very comfortable on the bike. I could feel it all the time so it was a matter of getting rid of it, which meant I had to give up running, which I based my fitness program around. That was hard mentally and physically to give up.

Do you do more cycling now?

Yeah, a lot more than I ever did. I'm enjoying it because it's a change, too, so. I've really got into that and that's why I'm a lot fitter and feeling better than ever. My fitness program has been going really well.

Can you detail where things went wrong in '97?

I had two bad races - at Laguna Seca and Brands Hatch. The actual back problem was at Monza, which was an okay race; then at Austria I had a second and a third, so it was two bad races.

But that was enough to put you out of contention?

Yeah, some people think it (the slump) was half the season. At Assen, I got a couple of fourths, Spain I was second and third, so it was going pretty good by then - it was just those two bad results. It wasn't that big a deal. I think it was the physical side of the back thing that let everything else get on top of me.

It's your fifth year in the team. Do you think you got stale at all last year?

It was a lot of things, mainly physical things. I hope it wasn't (getting stale). I never gave up last year, but the odds were against me halfway through. This year, I just want to be better prepared.

So you feel on top of it now?

Well, yeah, so long as I don't stray from my fitness training program and injure something else. That means I have to keep away from high-impact stuff totally. I've given up the occasional game of tennis - all that stop-start stuff.

Can you win the World Championship?

For sure. I mean, this year I'm feeling better than ever, the testing's gone better than ever. It's funny you mentioning my age (33); it's not a problem. I'm as fit as ever. Age has got nothing to do with it for me. I'm getting wiser and better at it.

In what way?

You just learn and pick up things along the way. It's a bugger it's happened this way - I'd rather just go out and win it. I mean, I haven't won it, but I've been in the top five for the last six years so that's not a bad outing, either. I haven't won it because I haven't prepared myself properly, and I think I have now. You know, I didn't deserve it those other years. In '96, Troy (Corser) had some bad luck; he could've been further out in the points. In '94, I was close all the time, but they took points away for the fuel (a rules infringement). That was a bummer of a year, too, but the bike wasn't near quick enough, yet I was still leading the championship. I've led the championship every year. I just haven't finished it off. People always ask, "Will it be your year?" and that's a compliment in itself. I think it'll be a different year. I've made a lot of changes to my team. I've got a new crew chief this year - Norris Farrow. He was with our team a few years ago. It just spices things up a bit. We've gone through a lot of things. I could go on all day. It's already making a difference.

You've been testing dual-fork swingarms and the single Pro-Arm. How has that been going?

We're still testing both. Some places I like one, some places the other. At Malaysia, I could do the same time on both, really, but I could be more consistent on the dual arm.

What about Phillip Island?

I've gone quicker on the mono-arm. It's the same thing with the other one (dual-arm); it's more consistent, with tire wear as well, but I can't get the times yet. It's all part of development.

What's new with the engine?

It's got a bit more horsepower, apparently.

You can't feel it?

Nothing you notice, just smoother and stronger.

Has the steering and drive out of the corners improved in the last year or two?

No. You can't change the chassis, you know.

But you can change the link.

Yeah, but we're pretty set on what we use on the back, and it's working well.

What about things like ride height?

That was done in the first eight weeks of '94 and we haven't changed it since. You can't change the chassis. If you change the chassis, you're cheating, and Honda doesn't cheat.

Who'll be your major threats?

I don't see anyone as a major threat. I just see the competition as myself, how fast I want to go. This year, I'm looking at it a little differently. I'm looking at it in terms of winning races, and if I'm not in front, the helmet in front of me is the guy I want to beat. I'm not singling out any names. I'm not gonna pump someone up when who knows how they're gonna go. They don't need a label just yet.

What are your plans beyond this year? Would you quit if you won the championship?

I don't know. I'd have to think about it. I really enjoy my racing - that's why I do it. If I got to the end of the year and won the championship, and thought that's all I wanted out of it, then maybe - but I

(Opposite page) For the third time in three years, Aaron Slight (foreground) will have a new teammate. For 1998, that man is Colin Edwards II.

(Right) The New Zealander was the fastest of the World Superbike men in the recent Flammioni test at Phillip Island in Australia.



still think I enjoy racing. But I think I know when I want to give up. I'm not going to hang around just to ride. If things start to slow up, I'll get out of it - maybe even race a car.

What sort?

Whatever I can get, really. Last year I had a play in a British Touring Car and things went really good. I qualified really well, but got knocked off in the race. It was a good experience with a good bunch of people, so I'd like to do something like that.

What are the strengths of this team?

When it's working well, everybody's working together and striving for the same thing - which probably goes back to Honda. With HRC, it's not the amount of money, it's how keen they are. They'll keep developing, keep trying new things. If you request something, they won't turn you down - they'll just try it. Everybody here wants to win races. They're not doing it for advertising, or for political reasons. They're doing it because they love racing.

Does it get you down, all this talk about being the bridesmaid of the World Superbike Series?

No, it doesn't get me down. It probably gets to everybody else, but not me. I mean, hell, I'm doing great. I haven't won this championship, but like I said, it's almost a compliment to be up there challenging for the championship. Don't get me wrong, I'm pissed that I haven't won it, but no one else has been the bridesmaid so it may as well be me! I'd rather be finishing there than fifth.

Have you been approached by many teams over the years?

Every year there's three or four offers at least.

Have there been any tempting ones?

There have, but sometimes it's the devil

you know. Even last year, I could've ridden for a couple of good teams but I decided to stay here.

Getting back to John Kocinski, is there anything good about him? Because there seem to be a lot of bad things said about him.

He's very clean.

Is that a good thing?

Better than being dirty, I suppose.

How do you think he'll go in the 500s?

I think John will go really well as long as the team backs him. But if he starts to butt heads, it could be a downward spiral. If the team works with him, there's no stopping him.

Can he beat Mick Doohan this year?

A couple of times, yeah.

He can't win the title?

I don't know. I haven't seen any times yet.

He went faster than Doohan at Eastern Creek.

Yeah, that's John's track. He won on the Cagiva there and he was faster than me at our test last year. That's proof that he's up there and on the pace, so good on him. There's no denying he's got a talent, and I'm just glad I was able to beat him a couple of times last year on the same stuff.

Did you and he get the same equipment?

I don't know. I wasn't in the same garage and I never saw what his settings were.

What's the deal with Colin Edwards?

We are both employed as equals, getting the same stuff.

And you're good mates?

Yeah, very good mates, which is a bit strange in a team environment, so I think it'll be testing on the relationship for sure. But that's racing, that's business. It's hard trying to beat your teammate every weekend. You're gonna butt heads a few times.

You've got to beat your teammate first?

Well, yeah, it's getting like that, because he gets the same stuff. It's not so bad when you're running 1-2 but when there's a couple of riders running in between, it starts to worry you.

What about you and Carl Fogarty now? Are things any better?

I've given up on needing friends in the paddock - I've got my own life. We get along fine, we say hello and have the odd chat, but we're not going to go out to dinner together.

But you were close friends at one stage?

That was a learning experience. We were good mates at one stage. But in '94, when I joined Honda, he was bagging me every time he could because I was beating him. I was beating him in the championship, so he needed someone to take his anger out on in the press to keep himself in a job. He's burnt too many bridges as far as I'm concerned.

You also had a pretty intense rivalry with Anthony Gobert. Where do you think his career's heading?

I've got no comment, really - it's up to him. Everybody's tried to tell him what to do with his career and tried to guide him, so it's purely up to Anthony Gobert. I don't need to tell him. He knows what he's got, and what he has to do. It's up to him. There's a lot of talent there, so I hope he can work his way through it and get on with it.

Why do you think you'll win the championship this year?

I haven't won because I wasn't good enough, or there were problems but I'm not using them as excuses. I'm happy with the way I've been doing things and I'm happy with things now. I think I'm stronger than ever and stronger than anybody out there at the moment. CN



Stephenson steps up



FILE PHOTOS BY KARL LOCKERT

(Above) Denny Stephenson (3) came out the big winner at the Milwaukee Center Arena, riding to wins in both 250cc events. (Below) Despite taking a win, series points leader Buddy Antunez had a forgettable weekend.

By Dave Deringer

MILWAUKEE, WI, FEB. 13-14

Finally! TUF Racing/Pro Circuit/Thor-backed Denny Stephenson won his first two main events of the year at rounds 19 and 20 of the Pace-promoted PJ1 National Arenacross Series. Stephenson won aboard his Honda during Friday and Saturday's 250cc finals. A third-place finish in Saturday's 125cc final made for Stephenson's best event of the series.

Teammate Jeromy Buehl was right up there as well. Buehl came across the finish line in second behind Stephenson in both 250cc finals. "I hope I can take this momentum into Denver next week," Buehl said.

A second in Friday's 125cc final capped off a good weekend for Buehl, who celebrated his 25th birthday on Friday.

Points leader Buddy Antunez had a forgettable weekend. Although he won Friday's 125cc final, a fifth, a 10th and an 11th helped runner-up Chad Pederson catch up a little in the standings.

Antunez leads Pederson by 25 points going into the final four events.

FRIDAY

Antunez grabbed the start of the 125cc final on his Primal Impulse/Bill's Pipes-backed Suzuki. Behind him was FMF/Pro Action's Mike Jones and Nielsen/Lightspeed's Jimmy Gaddis, in his first ride back from injury. Nielsen/Scott-backed Pederson was in 10th and Kawasaki of Carrollton's Cliff Palmer went down hard in the first turn. Palmer was hit by several riders and did not return to the race.

Buehl moved by Gaddis into third on lap two and was gunning for the lead. Kawasaki of Carrollton's Grayson Goodman also got by Gaddis (who was suffering from arm pump) several laps later into fourth.

At the halfway point of the 16-lap race, Antunez was still in control, with Jones in second. Buehl was all over the Kawasaki-mounted Jones and was looking to move into second. One lap later, Buehl moved by Jones through the rockers and had his sights set on leader Antunez. Pederson was up to fifth behind Stephenson, as the two had motored by Goodman two laps earlier.



With the white flag waving, Pederson made a last-ditch pass on his close friend Stephenson. The two slammed together and, as a result, Stephenson and his bike went careening through the bales and over the berm. Antunez hung on for the win over the hard-charging Buehl, with Jones and Pederson crossing next. Stephenson picked himself up and finished 10th.

"It has been a long time since I got a holeshot on the 125," explained winner Antunez. "Ed (Longacre) changed my tires before the race and it really paid off."

"I got around Mike (Jones) and pushed Buddy but couldn't make a move," said Buehl of his finish. "The track is real good, probably the best one of the year."

Stephenson and Gaddis exited the first turn together in the 250cc final. Buehl moved into second through the rockers as points leader Antunez was back in 11th.

Stephenson and Buehl pulled away from the pack during the next few laps as Jones settled into third. Goodman zipped by Gaddis on lap four and was closing on Jones.

On the sixth circuit, Goodman stuffed Jones in a corner and moved into third. Antunez had worked through the pack and was up to sixth on lap 10 and was not finished yet. The Suzuki rider made one more pass, and that was on Jones on lap 12, moving himself into fifth.

Buehl kept his teammate Stephenson honest the final few laps, waiting for a mistake, but Stephenson was picture-perfect and crossed the line for his first win of the year. Buehl finished a close second, while Goodman rounded out the podium.

When asked if the win was a little revenge from the 125cc final, Stephenson answered, "It's a little revenge from the whole series. I'm tired of everyone saying I'm the 'Dash For Cash' guy. The bikes are working great and this helps the confidence."

"I was waiting for a mistake so I could sneak in there but he rode great," Buehl said of his second runner-up finish of the night. "As teammates, I wasn't going to force the issue like I would have on someone else."

SATURDAY

Pederson nailed the holeshot of the 125cc final, with Antunez and Yamaha of Troy/Sinisalo/Pro Circuit-backed Todd DeHoop in tow. Antunez went down soon thereafter and picked his bike up in 14th place. As DeHoop was navigating around the downed Antunez, Jones sneaked underneath into second. Stephenson and Gaddis were next in fourth and fifth.

On the fourth lap, DeHoop forced his

way back into second, making an aggressive pass on Jones and setting his sights on leader Pederson. Six laps later, DeHoop was pressuring Pederson and Stephenson was on the rear fender of Jones.

Stephenson moved to the inside of Jones in a sharp turn and took over third from the Pennsylvanian.

The best battle was up front and it continued through the final laps as DeHoop was all over Kawasaki rider Pederson. With two turns to go, DeHoop tried to make an inside pass on Pederson and the two tagged each other as they crossed lines. The collision somewhat slowed the progress of DeHoop, and Pederson crossed the line for his eighth win of the season. DeHoop recovered and finished second, ahead of Stephenson and Jones.



"I drifted out a little too wide and he came right in," said Pederson. "We had a little collision but I finished where I needed to."

"I thought I could sweep inside but he protected it well," DeHoop explained of his final-lap charge. "I felt strong and I'm happy with that."

Goodman had the early lead of the 250cc final, with Gaddis, Stephenson and Buehl behind him. Stephenson made quick work of Gaddis and settled into second while Antunez had another dismal start and was in eighth.

Stephenson doubled over Goodman into the lead on lap five and set sail. Buehl moved by Gaddis quickly thereafter and was in third. Buehl's next victim would be Goodman. The two battled back and forth for several laps until Buehl powered into second through the rhythm section on lap 13.

Antunez was up to fifth with three laps to go when he went down while dicing with Pederson. The entire pack



(Above) Second in points Chad Pederson (4) scored a win and fared a little better than Antunez in the results, closing the gap in the championship. (Left) Jeromy Buehl landed himself on the podium three times over the two rounds. (Right) Todd DeHoop (7) came close to a win in Saturday's 125cc final, though Pederson ultimately held him to second.



passed Antunez as he had problems starting his bike.

Stephenson cruised the final laps to a convincing win over Buehl and Goodman, an exact replica of the previous night's 250cc podium.

Antunez passed four riders en route to an 11th-place finish, his worst of the year.

"It was a good track and I stayed smooth," Stephenson said of his win. "It was pretty much a red wrecking machine in the 250s this weekend."

"I felt good once I got by Grayson," commented Buehl. "I still have a shot at it (the championship), because anything can happen. That's the beauty of Arenacross, as you can see tonight."

"These Pro Circuit Kawasakis haul," Goodman explained of his 250cc holeshot and second podium of the weekend. "The track is good and I've been working my ass off lately."

"Tonight was just one of those nights," Antunez said after the race. "I crashed in both mains and you just can't do that." **CM**

mad at the moment, but that's racing. I don't even remember the race - what happened?"

Two-time Arenacross champion **Jimmy Gaddis** made a return to racing at Milwaukee. The Nielsen Kawasaki rider has not raced since the opener at Des Moines three months ago, when he broke his collarbone. "I re-broke it again," said a smiling Gaddis. "I rolled over in bed and it snapped. That's what took so long." Gaddis had a so-so weekend, with his best result being a fifth.

Grayson Goodman and his mechanic, **Wyatt Seals**, were both sporting new haircuts at Milwaukee: Both had shaved heads. "Grayson said last week that if he didn't make the podium, he would shave his hair," Seals explained. "I told Grayson that if he won, he could shave mine." Although Goodman won a 125cc final, he still went through with the bet.

This year's event had to be the **warmest ever at Milwaukee**. Over the last four years that the city has had an event, the temperatures have been at or below zero. Two years ago it was around -70 degrees. Temperatures this year were at a sweltering 45 degrees!

Briefly...

The 1-900-PRO-RACE holeshot awards went to **Buddy Antunez** and **Denny Stephenson** for Friday's 125 and 250cc finals, respectively. On Saturday it was **Chad Pederson** and **Grayson Goodman** who reacted quickest.

During Friday's 125cc final, **Chad Pederson** and **Denny Stephenson** got together in a corner on the final lap, resulting in Stephenson crashing over the berm. As Pederson came by the mechanics' area, Don Stephenson (Denny's father and mechanic) swung his pit board at Pederson, hitting Pederson's front number plate. The board broke in half and arguments broke out. "I was wrong and apologized," said the elder Stephenson. "I've known Chad since he was 6 and wouldn't do anything to hurt him." Stephenson was not allowed to signal trackside on Saturday, as punishment for the incident. After his son's 250cc win on Friday, Don added: "A friendship is too important for hard feelings. It made me

Milwaukee Center Arena Milwaukee, Wisconsin Results: February 13-14, 1998 (Rounds 19 & 20 of 28)

Friday

125 PRO: 1. Buddy Antunez (Suz); 2. Jeromy Buehl (Hon); 3. Mike Jones (Kaw); 4. Chad Pederson (Kaw); 5. Grayson Goodman (Kaw); 6. Jim Chester (Suz); 7. Greg Rand (Suz); 8. Brad Woolsey (Kaw); 9. Todd DeHoop (Yam); 10. Denny Stephenson (Hon); 11. Jimmy Gaddis (Kaw); 12. Tom Hofmaster (Suz); 13. Clifford Adoptante (Suz); 14. Jonas Wildman (Hon); 15. Cliff Palmer (Kaw).

250 PRO: 1. Denny Stephenson (Hon); 2. Jeromy Buehl (Hon); 3. Grayson Goodman (Kaw); 4. Cliff Palmer (Kaw); 5. Buddy Antunez (Suz); 6. Mike Jones (Kaw); 7. Chad Pederson (Kaw); 8. Jimmy Gaddis (Kaw); 9. Jim Chester (Suz); 10. Brad Woolsey (Kaw); 11. Tom Hofmaster (Suz); 12. Clifford Adoptante (Suz); 13. Greg Rand (Suz); 14. Brandon Bartz (Yam); 15. Todd DeHoop (Yam).

DFC: 1. Denny Stephenson (Hon).

JUMP-OFF: 1. Mike Jones (Kaw).

Saturday

125 PRO: 1. Chad Pederson (Kaw); 2. Todd DeHoop (Yam); 3. Denny Stephenson (Hon); 4. Mike Jones (Kaw); 5. Jimmy Gaddis (Kaw); 6. Jeromy Buehl (Hon); 7. Cliff Palmer (Kaw); 8. Grayson Goodman (Kaw); 9. Brad Woolsey (Kaw); 10. Buddy Antunez (Suz); 11. Jim Chester (Suz); 12. Clifford Adoptante (Suz); 13. Brandon Bartz (Yam); 14. Eron Ezerins (Suz); 15. Jonas Wildman (Hon).

250 PRO: 1. Denny Stephenson (Hon); 2. Jeromy Buehl (Hon); 3. Grayson Goodman (Kaw); 4. Chad Pederson (Kaw); 5. Cliff Palmer (Kaw); 6. Jimmy Gaddis (Kaw); 7. Todd DeHoop (Yam); 8. Brad Woolsey (Kaw); 9. Jim Chester (Suz); 10. Mike Jones (Kaw); 11. Buddy Antunez (Suz); 12. Dave Oettel (Kaw); 13. Clifford Adoptante (Suz); 14. Brandon Bartz (Yam); 15. Eron Ezerins (Suz).

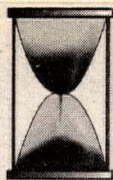
DFC: 1. Chad Pederson (Kaw).

JUMP-OFF: 1. Clifford Adoptante (Suz).

AMA/PIJ NATIONAL ARENACROSS SERIES POINT STANDINGS (After 20 of 28 rounds): 1. Buddy Antunez (628/10 wins); 2. Chad Pederson (603/8); 3. Cliff Palmer (560/5); 4. Denny Stephenson (532/2); 5. Jeromy Buehl (523/3); 6. Grayson Goodman (481/2); 7. Jim Chester (416/1); 8. Mike Jones (386/3); 9. Brad Woolsey (331/2); 10. Todd DeHoop (316/1); 11. Josh Demuth (279/3); 12. Tom Hofmaster (175); 13. Jimmy Wilson (167); 14. (TIE) Clifford Adoptante/Barry Carsten/Travis Hodges (146); 17. Ty Wallace (98); 18. Charley Bogard (92); 19. Heath Voss (79); 20. Tom Welch (70).

Upcoming Rounds:

Rounds 21 & 22 - Denver, CO, February 20-22
Rounds 23 & 24 - Sacramento, CA, February 27-March 1



TIME REMEMBERED

Jim Gibson



Diamond

Jim



Just when things were going his way, motocrosser Jim Gibson had his career pulled out from underneath him.

By Eric Johnson

In the late 1960s, a race driver named Chris Amon competed on the World Championship Formula One circuit as a member of the mighty Ferrari team. Brilliantly fast and determined, the young racer from New Zealand was graced with a significant amount of driving talent and was in possession of the best and most exotic race machinery the Ferrari operation had to offer. Amon had everything it took to make a serious run at the Formula One world title. However, somehow, along the way, it never came to pass.

Chris Amon would ultimately drive in 96 Grand Prix events in a career that spanned 10 years. Unfortunately, during a solid and consistent race career, Amon would never win a Formula One Grand Prix. And while this distinction may sound somewhat dubious, Amon was cited as being one of the greatest race-car drivers of the era. In fact, England's F1 Racing magazine recently went as far to

include him among the 35 greatest Formula One racers of all time. And that's lofty company when one considers the FIA - the Federation Internationale de L'Automobile - has been sanctioning events since 1950.

American motocross has its own version of Chris Amon and his name is Jim Gibson. Reared on the baked-out, high-speed playground of Saddleback Park in Southern California, Gibson had a short-lived, incandescent professional career that lasted just five years. And while he never won an AMA National or supercross event, the rider known as "Diamond Jim" was amazingly consistent. During his tenure as a member of Team Honda, he placed in the top six of every series he competed in. Furthermore, the Californian closed out his career in Europe riding a factory Yamaha in the 125cc World Championship Series, and in the process won the Grand Prix of Finland and finished third in the final point standings. But perhaps his finest moment came in the

autumn of 1983, when Gibson joined teammates Danny "Magoo" Chandler, David Bailey and Johnny O'Mara to win the Motocross and Trophee des Nations in Europe.

All things considered, the quiet and reserved Gibson enjoyed a prolific racing career, and one that is certainly worth documenting. Brought up in the hills of Orange County, California, Gibson was living at ground zero of American motocross, and as fate and natural talent would have it, he progressed through the Southland local ranks to rank-and-file professional at an alarming pace.

"I grew up in Orange Park Acres, near Saddleback Park in Irvine," said Gibson from his home in Murrieta, California. "I started racing when I was a young kid, but my parents discouraged it and I gave the sport up. Then, when I was around 16 or 17 years old, my dad gave me the okay and I started racing again. My first race was at Saddleback in the Junior class and I went pretty crazy and crashed. So the next race, I moved

Late in his career, Jim Gibson followed the 125cc GP circuit for Yamaha. Gibson was a member of the winning U.S. MX des Nations team in 1982.

up to the Intermediate class and started winning right away. Shortly after that, I moved up to the Pro class and was a midpack pro almost immediately. It was at that point in time that John Bassett started giving me help. Bassett made boat headers and he got into motorcycles a little bit, fabricating swingarms and doing some porting. He has since passed away, but his sons are still involved in the business. John got me a bike and parts and I started doing pretty well, and by the end of the year I was racing the Trans-AMA races for him. So, in the span of one year, I went from being a Junior-class racer to racing the Trans-AMA events. Things happened so fast for me. Although I wasn't racing from the time I was 9 years old, I was riding every day. However, once I started and got it all down, things moved quickly -

all I did was race. Progressing into the pro classes that quickly didn't intimidate me too much. I remember John Bassett saying to me, 'Jim, if you keep riding like that, you'll get a factory ride.' John always helped me stay focused.

"I did 90 percent of my riding and racing at Saddleback, and I also competed at Carlsbad, Indian Dunes, and at times in the night races at Ascot," Gibson said. "A lot of people I raced against came from El Cajon, California - guys like Marty Tripes, Marty Smith, Tommy Croft, Broc Glover and Rick Johnson. And from my area near Irvine, there was Scott Gillman, Mike Bell, Micky Dymond and Doug Dubach."

Following the lead of the fast and aggressive Saddleback specialists who came before him, Gibson decided the time had come to leave the familiar baked-adobe, blue-grooved world of Saddleback and hit the AMA pro circuit.

"In 1978, I rode the entire Trans-AMA series and finished 10th in the points," Gibson said. "I also did a 250cc National at Escape Country in Southern California, where I rode pretty well. Then 1979 was the first year that I rode an entire series. Suzuki helped me out with a support ride and I received bikes and parts from them. I had a good series and finished up seventh in the points."

Through his consistent, eyebrow-raising results, Gibson was approached by Team Honda. The Big Red Machine, which was struggling with poor results and bad decisions at that point in the early 1980s, decided to jump out of the rut they were in by utilizing a unique talent-scouting system.

"We got Jim on the team by taking the bus out to Saddleback Park and loading it up with him, Johnny O'Mara and Donnie Hansen," said longtime Team Honda technical overlord Cliff White from the team race shop in Torrance, California. "Before that, the team didn't have that direction that was needed. There were a number of problems and the team wasn't being managed very well, so it was hard to get good riders. Eventually, Gunnar Lindstrom, who was the new manager of the team, said, 'Let's go out and get some good young kids at the local races and try and find the next Bob Hannah.' Things improved immediately. There was good direction, the equipment improved and we received strong dedication from the factory. 'Gibbie' got swept up in all that."

In his first year as a member of the factory contingent, Gibson rode the big 500 to an encouraging fifth-place position in the 1980 AMA 500c National Championship Series. Running interference for teammate and eventual class champion Chuck Sun, Gibson was pleased with the result - especially since he was shoved into the class somewhat unexpectedly.

"1980 was my first year with Team Honda," Gibson said. "I was at a test at Carlsbad and I jumped on one of the big 500s and was immediately a few seconds a lap faster than everybody. From that test, Honda made me ride a 500 in 1980 and I had fun with it, but the tracks back East would get deep, muddy and slick, and it was real difficult for me because I only weighed 145 pounds. If the track was technical and mental, I would do great, but if it was muddy, all the weight of the bike made it real tough for me. However, Chuck (Sun) won the title, and we got along real well during the season."

The 1981 season would bring big

changes to Gibson's race program. He was matched up with a new mechanic, Cliff White, and moved to the 125cc class to ride in tandem with charismatic homeboy Johnny O'Mara. That summer, one of the most competitive seasons in AMA 125cc National Championship history, Gibson rode for all he was worth to place fourth in points behind legendary 125cc specialist Mark Barnett, O'Mara and Jeff Ward.

"Honda moved me into the 125cc class in 1981 and I was happy about that because I wanted to ride the 125 from the beginning," Gibson said. "I finished fourth in the points, and it was a tough year because there were so many good racers in the class. Guys like Barnett, O'Mara and Ward, and some of the other guys like Donnie Cantaloupi, were always there. They were all good starters and all very strong. I tended to be more consistent that year and was always pulling seconds, thirds and fourths in the National motos."

Ultimately, the season would set a precedent for his entire racing career. Jim Gibson, through consistent second-, third- and fourth-place moto scores, would become typecast as a racer who would be in the hunt each and every week, but who would always, for one reason or another, come within an eyelash of winning.

"Jim was a real So-Cal guy and getting out on the Nationals and learning the tracks took some time, but he picked it up," White said. "He and Johnny O were very close on the track, but Johnny would just edge him out. He was kind of second-place Jim. There was always someone on the team that was a little bit better than him, but he was a great rider on a great team and Jim is right in there with the best I have ever worked with. He was always very talented and smooth and very good on the 125."

"We were 125cc specialists and we also rode the 250s together in the stadiums," said Johnny O'Mara. "Jim was so nice and mellow. When Donnie and I came on, we were more outspoken and had a lot of fun. Jim was real conserva-

tive but sometimes he would loosen up. He had to get to know you before he could open up. We always had a good time.

"In my opinion, he was Mr. Consistency, but he lacked that little bit" O'Mara said. "Jim always got the start and would be in the top three, four or five - he got so many seconds. Even in supercross. He just couldn't get over the top. Honda tried putting him with Cliff (White) to try and push him over the top. Jim was a solid rider and everybody still remembers him. He was a great teammate to have, and he was always a consistent front-runner. He'd always help me in that he'd put Wardy (Jeff Ward) and Barnett behind a place and take points away from them. Jim and I were a perfect combination."

"Jim was a nice guy but he was not a winning type - he was just short of something that made him a winner," said five-time 500cc World Motocross Champion Roger DeCoster, who ran Team Honda during the era. "He knew he was always going to do good - but not win. And he wasn't always in the shadows of his teammates. Bailey bloomed later than he did, and O'Mara actually came to Team Honda in 1981, a year after Jim first rode for us. In my opinion, he was definitely one of the best racers to not win a race."

That fall, Gibson and his good friend and mechanic, Cliff White, put it all together to win the CMC Trans-Cal Series, which, through political infighting between the factories and the AMA, had managed to supersede the old and tired AMA Trans-USA Series. And while it wasn't an AMA National Championship, it was nonetheless a major championship win for the pair.

"My mechanic was Cliff White and he was just great - I think he was the best mechanic ever," Gibson said. "He's very good and meticulous at what he does. Cliff was real easygoing and never nagged at me - we were a good combination. In 1981, I was leading the Trans-Cal 125cc series going into the last race at Saddleback - the race that had the huge double jump - and Cliff, who never really said anything like this, said to me,

'You've gotta win this race.' All of the major factory guys were there and I went out and got a flat tire but managed to finish third and collect enough points to win the series. I did a lot of flat-tire riding then because I lived in Canyon Lake and my practice track was made up of shale and sharp rocks, and I was always getting flats. It got to a point where I was like, 'Hell with it, I'll ride on the flat.'"

In 1982, O'Mara and Gibson were again sent out on the road in order to help Honda snatch the AMA 125cc number-one plate for which it so badly lust-ed. Aboard potent and extremely exotic factory-fabricated 125s, the two pilots were on a mission to win the title. When the season finished up in September, Gibson found himself third in points behind Barnett and teammate O'Mara.

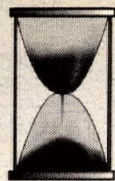
Interestingly, and unbeknownst to a number of enthusiasts, Gibson was also a phenomenal supercross rider. In 1980, he placed sixth in the AMA 250cc Supercross Championship Series, and he placed fourth overall in both 1981 and 1982. And while he never won an event - he finished second countless times - he does have one striking Ben Hur-like stadium moment of which he is quite fond.

"I really liked the stadiums and always got good starts and a number of holeshots," Gibson said. "I was also good at jumping, actually - as good as anybody. In 1980, at the Los Angeles Coliseum, I jumped my way into second one day, and third the next. At that race, they had a special event on the last day called the Champion's Challenge, in which I won. The idea was to take the winners of the first and second nights and have them race each other. However, Broc Glover won both races, so they decided to have myself and Kent Howerton race each other - man on man. The track was just brutal that year, as it had all these big, steep jumps on it. I had to race the same bike that I competed on in the two races and there was a hairline crack developing in the frame, and we were really pushing things to race it again in the Champion's Challenge - it was equivalent to racing three mains in two days. The race was something else. I

"My first race was at Saddleback in the Junior class and I went pretty crazy and crashed."

Jim Gibson - perhaps the fastest factory-backed rider never to win a National MX or a supercross.





TIME REMEMBERED

Jim Gibson

got the holeshot, and Howerton stayed a little ways back, and he let me hold the lead until the last lap. There was one place before one of the big doubles and you had to swing wide and nail it in order to clear the thing. He took me to the inside on that turn to take my outside momentum away. So I did a hard brake and cut hard behind him, gassed and clutched it, and cleared the double with almost no run. I jumped right over the top of him. He then hit me in the shoulder over the next jump and it knocked my hand off the bar, but I held on and won."

As a reward for his dazzling consistency on the AMA circuit, Gibson was selected as a member of the 1982 U.S. Motocross and Trophee des Nations team. A flying squadron that included three of his Honda teammates - Danny Chandler, David Bailey and Johnny O'Mara - the four young Americans were shuffled onto a transatlantic jumbo jet and sent to Gaildorf, Germany, and the next week to Wohlen, Switzerland. Back to defend the two titles that the U.S. team had won for the first time a year prior, the team, led by a dazzling Danny Chandler and his four consecutive moto wins, left Europe with the satisfaction of defending both World Team Championship events.

"They thought I would be good for the team because of how consistent I was, how good my starts were and that I always finished races and never crashed," Gibson said. "I didn't do as well as I hoped, but we won as a team. It was a great experience for me but it just didn't jell for me over there. I did what I always did at the race: I blocked everything else out and I would just be myself on the bike and track. I had the means in my career to block certain things out, and I think that's what led to my success in the sport. I was really happy for Magoo Chandler those two weekends in Europe. When I first started racing, I would go up north (to Northern California) to watch him race, and I was just awestruck by his riding style - the way he would hit jumps in fifth gear that were just scary. And not only would he hit them at that rate of speed, but he would throw it into a tabletop. He was just so awesome. On the downhill at Carlsbad, he would hit it so fast that he would touch the ground just two times and be in the corner. Then at the des Nations he won four back-to-back motos. We wouldn't have won those races without him."

"That was great," Cliff White said of the victories. "The team we selected to race over there were a bunch of rebel kids with long hair and they just stood out against the European hierarchy - the Malherbes and Noyces. They were young, special kids that cleaned their clocks. Jim made a big contribution to the team and rode very steadily for his first time in Europe."

"Jim was a solid guy to have over there - just solid," O'Mara said. "You knew you were going to get strong results from him. We needed that then, and those solid, top-five finishes Jim got over there helped us win. He was perfect for those two races."

And while Gibson may be a bit too critical of his own performance at the des Nations in Europe, his results caught the eye of Yamaha's Grand Prix racing chiefs. Following the swing through Europe, Gibson was contacted by an old American friend, Bill Butchka. Butchka, who had left for greener pastures in Europe, twirled spanners for Graham

Noyce and Neal Hudson, both of whom would win World Championship titles with the mechanic.

"Bill Butchka, a mechanic, and I were supposed to hook up at Honda in 1979," Gibson said. "I had a contract to ride factory Honda 125s. They had a last-minute change in management and they laid me off because of financial reasons. I didn't demand any money and I was back to starting the year without any bikes. Fortunately, Suzuki stepped in and helped me out. By the end of 1979, I was back at Honda, but Butchka went to Europe the same year to wrench for guys like Brad Lackey, Graham Noyce and Neal Hudson. Before the 1983 season started, Butchka asked me to come over to Europe to ride the 125cc World Championship for Team Yamaha under a two-year contract."

"At the first race in Holland, we raced on a deep-sand track. I didn't like sand because I always did better on hardpack. I came from behind in both motos to get second overall and that looked real good because at the worst race track, I took a second."

The first race in Holland would ultimately end up giving Gibson a false sense of security. As the 125cc circuit caught fire and moved across the motocrossing nations of Europe, Gibson began to face the stiff competition and mind-boggling adversity that is so remarkable in Grand Prix motocross.

"I was having a tough time adapting to the groove because their riding styles were so different than in the U.S.," Gibson said. "They rode wide through the turns to keep momentum up, and I was use to being much more precise and using the ruts and using traction to my advantage. It took me a while to get used to it all over there. At Helsinki, we raced on a fast sand track, and I started dead last due to first-turn crashes in both motos and came back to finish 2-2 for the overall. Heikki Mikkola was there and he was a type of team owner/team manager for the team, and he said to me: 'I was told that the team wasn't happy with some of your rides, and I was sent here to see how you rode. I can see you have no problems.'"

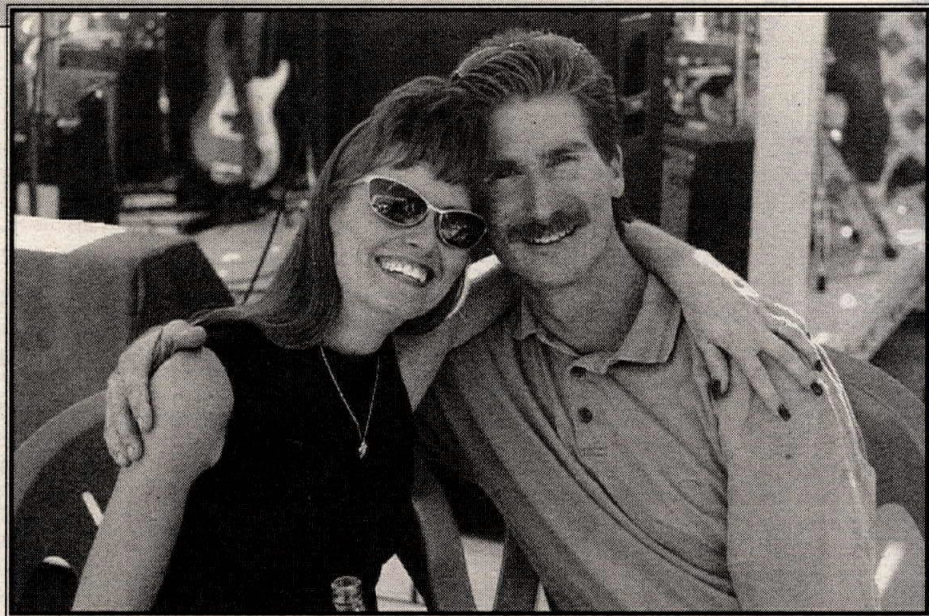
"There was a lot of competition in that class. Whenever Eric Geboers, whom I raced against in the class, climbed on a 250cc bike for the big international races, he would always beat all of the best guys. I felt good about that because I knew I was racing against the best guy. In fact, in my very first international race in Europe, which was held on a real slick race track, I rode a 125 and won it. I beat Hudson, Noyce - everybody - on my 125 and was real stoked."

When all was said and done, Gibson ended up an impressive third overall in his first season in Europe. But perhaps even more encouraging to him was the fact that he had now figured out how to win - Jim Gibson was on his way.

Then it all went wrong.

Prior to the start of the 1983 season Gibson was told that the deal was off: Yamaha would not be fielding a 125cc World Championship effort in 1984. Flustered and heartbroken, and without anything going in America, Gibson was now a man without a country. Depressed and disappointed, Gibson was left to stand at the edge and decide the fate of his career.

"1983 was a terrible year for bike sales and the bottom fell out of racing in Europe," Gibson said. "I couldn't continue with the factory in 1984, because they



Jim Gibson today with his wife, Christy.

cut the program back. That's what got me started on retirement. The situation broke my career at that point. I could have come back and raced supercross back in the States, but I made my decision to retire. I still have thoughts about retiring when I did. I really missed it. I wish I wouldn't have quit. I wanted to go back. At my last international race, which was held after the last 125cc GP, I passed Eric Geboers on my 125, and pulled away and won."

"When Jim retired, he wasn't all that old; he could've kept racing," O'Mara said. "But before he went away to Europe, he was on the best team with the best bikes and didn't want to come back with a team that wasn't as good."

Today, 15 years after his last season in the world of professional motocross, Gibson, the complete family man, doesn't regret his decision.

"I had made my decision to retire, and it was more of a career move based on my family," Gibson said. "I wanted to spend more time with them. It was more of a spiritual move; I'm not a minister, but my family was more important to me. My wife's name is Christy and I have two daughters. Alyssa is 7 years old, and Shaylee is 5. It's better than racing, and my family means a lot to me."

"I live in Murrieta, California, and do land surveying. The business is based on construction, so it kind of goes up and down. When I first got out of it, I didn't really follow the sport at all. It was so hard for me to stay away. However, I'm more into it now and watch it on TV. I also found a way to be drawn back into the sport. For the past couple years I've been involved with So. Cal. Riding Tours. Mike Fedorow, his wife, sister and myself are involved in the family-based business, which is based in Canyon Lake, California, and organizes off-road motorcycle tours. Mike, his sister - who raced the women's motocross Nationals - and myself ride, and we all work together on setting up the camping areas and cooking."

Then, as the interview wound down, came the inevitable question: Why did Jim Gibson, so fast and consistent in America, and a winner in World Championship motocross, fail to pull off that big win in the United States of America?

"Part of that came about by my dad always telling me to just go out and do the best you can," Gibson said. "In addition, John Bassett once told me that Tony DiStefano won a 250cc National Championship by getting third-place finishes. That all stuck in my mind. I kept thinking, 'Don't crash and stay consistent in racing'. It stuck with me and that's how I approached it. At that time, I didn't have

the killer win instinct. Then, when my career developed, and I went to Europe, I decided to put more emphasis on winning, and I started to do that late in my career. I knew it was time to start pushing harder. I realized that it was all a big mental game. Just when I started doing that, I quit. When I think back on it, I could have gone a long way. I wasn't racing over my head, and I was winning. I didn't burn out on racing. I could have carried my long-term approach a long time. I rode motorcycles because I loved to ride motorcycles. I'm sorry I didn't have any American wins, but I have no problem with my career. I'm happy with where it was and how it progressed."

Throughout the course of this interview, and through talking to a number of former Honda teammates and technicians, I was left with the impression that Jim Gibson didn't let the little things get him down. In fact, he is remembered vividly for his laid-back California personality and attitude. White recalls an incident that he still gets a big laugh out of.

"We really liked each other and had a great relationship. He was really laid back and so nonchalant about everything that he used to forget things all the time. We used to joke with him a lot about it. One time we were at a test at Saddleback, and Jim came strolling in with his gear bag. We had ridden him a few days earlier about forgetting things, so he came in all proud that he had packed everything. He said to me, 'Cliff, you'll be proud of me,' and he started to pull out everything to show me. So he pulls out two left boots and we all laughed so hard. He was so embarrassed, but he wore them in testing anyway."

Much like the aforementioned Formula One racer Chris Amon, Jim Gibson was a very talented and calculated racer. And the era in which Gibson had to do battle was, in the eyes of many, the most competitive in the sport's history. On any given weekend, the relaxed Californian had to suit up and wage war against such formidable and ruthless competitors as Broc Glover, Jeff Ward, Mark Barnett, Kent Howerton, Bob Hannah, Mike Bell, Chuck Sun, David Bailey, Donnie Hansen and Rick Johnson. The generation was a veritable murderer's row of racing talent and Gibson more than held his own against all of them. In fact, if not for some bad timing and bad luck, Jim Gibson may have very well been a champion. History won't forget that - it can't.

CN

SUZUKI'S

Suzuki came to Phoenix and, once again, proved its force in road-racing by scorching to the fastest qualifying time, snagging the pole position and then finishing strong in all three races entered:

HAND:

the 750 Supersport, 600 Supersport and Superbike. Leading the Suzuki charge was Jason Pridmore of HyperCycle Suzuki, who rocketed his GSX-R to the checkered flag in the 750 Supersport class followed closely by Rich Alexander who joined him on the podium. Also, making podium appearances in the 600 Supersport race were Team Yoshimura

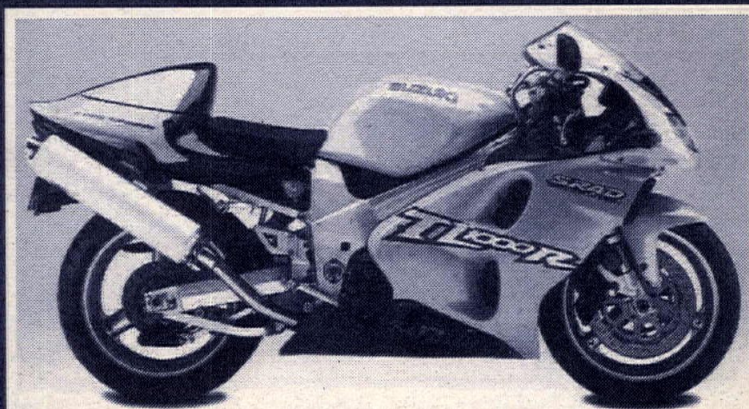
A ONE AND STRAIGHT

Suzuki rider Aaron Yates and HyperCycle's Pridmore who went an impressive two - three. In fact, four out of the top five 600s were GSX-Rs. Then, in the thrilling Superbike final, Team Yoshimura Suzuki teammates Mat Mladin and Yates performed like the superstars they are, battling for a hard-earned second and third. And, in its first race ever,

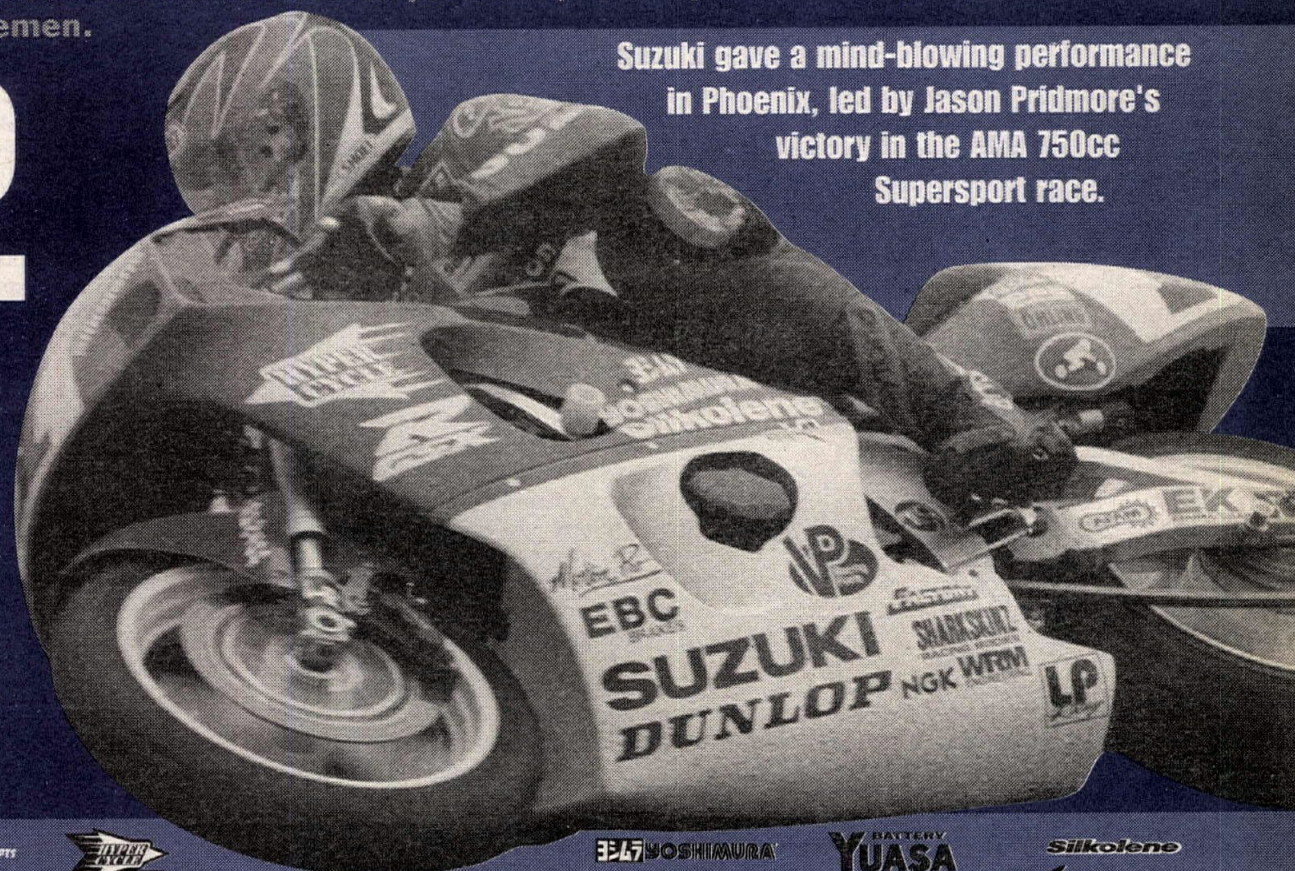
TWOS...READ 'EM AND

the all-new Suzuki TL1000R, piloted by Steve Crevier of Team Yoshimura Suzuki, grabbed an unbelievable Top 10 finish. In all, Suzuki riders took an incredible six out of nine possible podium positions. Yep, looks like another winning hand for Suzuki. Pay up, Gentlemen.

SWEEP.



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By Dennis Noyes
Photos by Gold & Goose

On a logical planet, reigning World Superbike Champion John Kocinski, who has clearly been America's most successful motorcycle road racer since Wayne Rainey and Kevin Schwantz retired, would be riding for an American team. There are four 500cc teams owned by Americans - Team Roberts, Team Rainey Yamaha, Team Kanemoto Honda and Bob McLean's Team Red Bull Yamaha - but, ironically, the team owner who was willing to bet on the American is a Spaniard - former two-time 250cc World Champion Sito Pons. The Team Movistar Honda Pons team owner is a man to whom American road racing fans should be grateful in 1998.

Pons, who is also vice president of IRTA (International Racing Teams Association) and chairman of the powerful IRTA committee, is one of Spain's best-known and most-respected sporting celebrities. As a racer, he was the first Spaniard to win a 250cc World Championship, and as a team owner he is credited with developing Alex Criville, Alberto Puig and Carlos Checa into winners in the 500cc class. His own ambition to be a 500cc World Champion was frustrated by a late arrival to the class at a time when the pre-Big Bang 500s were at their high-siding nastiest. Pons had a couple of top-five 500cc finishes, but also a couple of serious crashes before retiring at the end of the 1991 season.

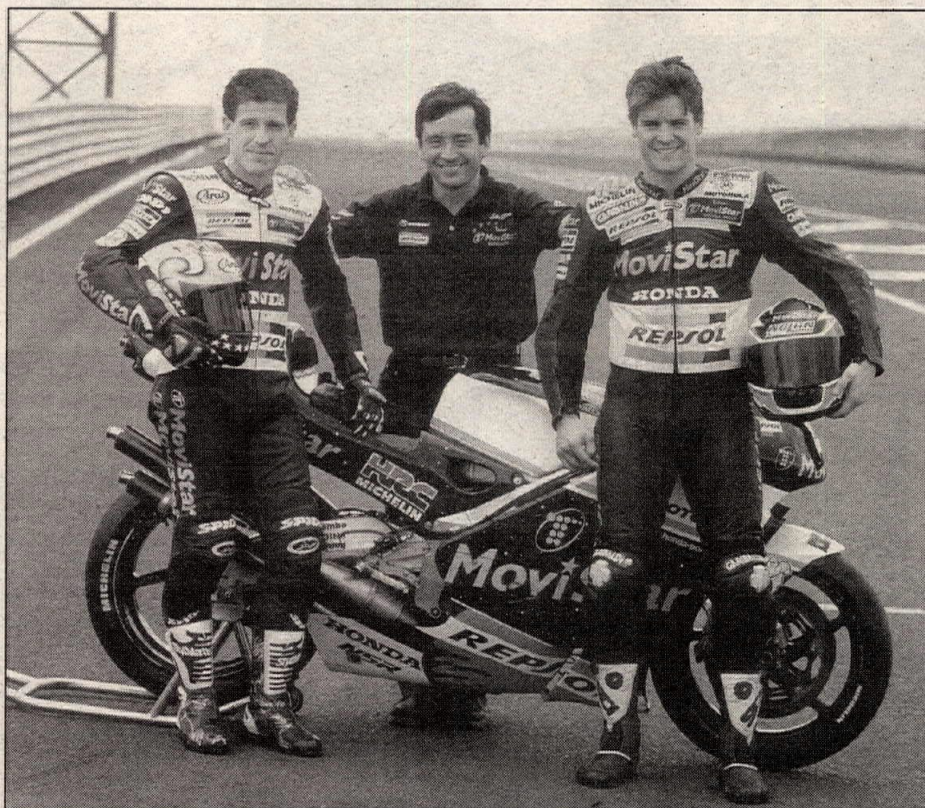
Over his very successful racing career, Pons put together a tightly knit team, owned outright by Pons himself, managed by Barcelona attorney Manolo Burillo, and under the technical direction of the gifted engineer Antonio Cobas, who is generally credited with designing the twin-spar racing frame which is now universally used in Grand Prix racing.

Upon retirement, Pons moved from the dual role of rider-owner to the full-time job of team owner and immediately hired former 125cc World Champion Alex Criville. Pons was criticized by many for rushing the young Spaniard (22 at the time) onto the man-eating Honda NSR. Pons responded by saying that the historic error of Spanish riders had always been to dally too long in the smaller classes, and that the sooner young riders got into 500cc racing, the sooner Spain would win a 500cc title.

Criville scored Spain's first-ever 500cc win at the Dutch Grand Prix in 1992, and eventually was signed by the factory HRC team as a teammate to Mick Doohan and Shinichi Itoh at the start of the 1994 season. Pons' first choice to replace Criville, as he tells us in this interview, was American John Kocinski, but when that proved to be impossible he turned to Alberto Puig, a hard-riding 250cc midpacker - a rider few Grand Prix observers considered up to the task.

But Pons has proved to be good at choosing and developing 500cc riders. In the six years since Pons retired as an active racer, his riders - Alex Criville ('92-'93), Alberto Puig ('94-'97) and Carlos Checa ('95-'97) - have won four 500cc GPs for Team Pons, three of them on home ground. Winning GPs in Spain with Spanish riders has kept Pons' stock high in Spain, but his ambition is to win the 500cc World Championship.

The 1997 season was a frustrating one for the team, which has a full-time staff of 35. With new sponsors to please, the pressure was on, but both Checa and Puig crashed out of the Spanish GP - in spite of the fact that they'd recorded very competitive lap times in practice.



The man who bet on Kocinski

To make matters worse, Checa was sitting right on eventual winner Criville's rear wheel when he went down. Having both riders crash out in front of 150,000 fans at trackside while another 3 million Spaniards watched on national TV put Pons' team on the hot seat. After that race, Checa went through a spat of crashes, though he did manage a strong second place behind Doohan at the Grand Prix in Catalunya. Puig, who never completely recovered from his 180-mph crash in qualifying for the 1995 French Grand Prix, seemed demoralized after Jerez and began to talk of retirement. It was clear that Pons needed to find a replacement, and halfway through the 1997 season the rumors started that Pons was planning to sign a foreigner to his all-Spanish team.

Previous sponsors Campsa (Spanish oil and gasoline) and Fortuna (Spanish tobacco) had always insisted on Spanish riders, but Pons' current sponsor Movistar (a huge Spanish-based cellular-phone service with growing interests in other European countries) gave Pons the green light to look both inside and beyond Spain's borders for a new rider.

This time Pons saw no up-and-coming young Spanish rider waiting in the 250cc wings, so attention was centered on three riders: Repsol Honda HRC rider Tadayuki Okada, the winner of the Indonesian GP, had several meetings with Pons during the latter part of the season; four-time 250cc World Champion Max Biaggi, carrying strong Marlboro backing, approached Pons; but the choice was Kocinski, a rider whose abili-

ty Pons has always admired. (Pons' decision to leave his 250cc title undefended when he moved up to 500s in 1990 averted what would have been a straight-up duel between the two, because it was in 1990 when Kocinski, riding for Team Roberts, won the 250cc title. Spaniards still speculate as to who would have won that battle.)

The decision to include a foreign rider was criticized by some fans, journalists and TV racing analysts, but, although Criville and Checa will continue to be Spain's GP idols in 1998, there is no foreign rider in Spain more popular than Kocinski. There is some irony in this, because it was Kocinski who beat Spain's Carlos Cardus in the battle for the 250cc title in 1990. But even though Spanish fans are extremely patriotic, they are disarmingly fair and are very good at recognizing and praising great riders. In addition, Spanish fans were among the first in Europe to get a good look at the young Kocinski when he came to Spain in 1989 and won two of the three heats of the Solo Moto Superprestigio race at the twisty Calafat circuit. After a DNF in the first heat on his Team Lucky Strike Roberts Yamaha, he won the second and third heats and was cheered lap after lap by 40,000 fans, who, in spite of that American eagle on his helmet, were won over by his hard riding. From then on, Kocinski has enjoyed a strong following in Spain, a country where Grand Prix motorcycle racing ranks second only to professional soccer in popularity.

We reached Pons at his home in

Team owner Sito Pons is flanked by his two riders, John Kocinski (left) and Carlos Checa (right).

Barcelona the day after his return from successful preseason tests in Australia.

How did the signing of John Kocinski come about?

When Alberto Puig decided to retire, I realized that we needed a rider capable of winning races and competing for the championship. That was Alberto's role last year. It was not fair or realistic to put Carlos Checa into that position. He is a young rider who we are developing for the future. When Alberto retired, I looked at the Spanish riders available, but both Juan Borja and Sete Gibernau are young and need time to develop. We needed a rider who could win now. I considered three riders: Tadayuki Okada, Max Biaggi and John Kocinski. My clear preference from the beginning was John, but we are a Honda team and needed Honda's approval. Remember, this is not the first time I tried to sign John. He was my choice in 1994 when Alex Criville left us and joined the HRC team, but that time Honda would not approve my choice. There have been changes in Honda since then. They have a very high opinion of John now that they know him. They gave us full support in our negotiations. John is the only rider ever to have won a world title in both Grand Prix and Superbike Championships and the only one to have won races at 500, 250 and World Superbike level. Anyone who underrates John is making a big mistake. I raced with him in 250 and I know how talented he is.

After the opening tests, what do you think your chances are of winning the 500cc world title with Kocinski? What is your plan for the next few years?

I believe we have a chance at winning the 500 world title in the next two or three years, and my plan is that eventually Checa will become capable of taking over and winning after that. For now we go for the title with John while we are building Checa and, meanwhile, we look for a new Spanish rider to develop for the future. One other thing: I chose John because I think he was the best rider available, but I also thought of what the championship needs. When I looked at Okada, Biaggi and Kocinski, I realized we have lots of Japanese riders and lots of Italian riders - but I think everyone misses the days when there were so many good American 500 riders. The United States is an important market for the championship, and having John in 500 is good for both the championship and the American market. It is a shame that such an important country as the United States does not have a Grand Prix, but I believe our decision to put John on a competitive 500 may help get the United States fans excited about 500 racing again.

It is generally understood that the HRC Repsol team is the "number one" Honda team, but Kocinski has explained that he has been guaranteed full support by HRC. How does that work?

John has two contracts, one with HRC and one with my team. His HRC contract covers his work developing the NSR 500 for the future and also his participation in the Eight Hours of Suzuka. This is good for my team because it brings us into even closer contact with HRC. Honda is giving us everything we need to give John the bikes and support he needs to win the title.

Have you added any new personnel to tend to Kocinski's needs? Who will be his crew chief?

John's crew chief will be Ramon Forca-

HONDA
SUZUKI

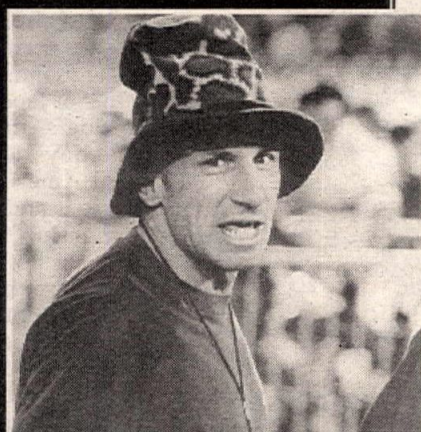
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MotoWorld takes to the road in March with non-stop action from Daytona. Highlights from the Sunshine State include the Daytona 200, the Daytona Supercross, and some rowdy street scenes to melt away your winter blues. Plus, Drag Racing, AMA Arenacross, Trials, and McGrath's march to the top Supercross style...All coming up on MotoWorld!



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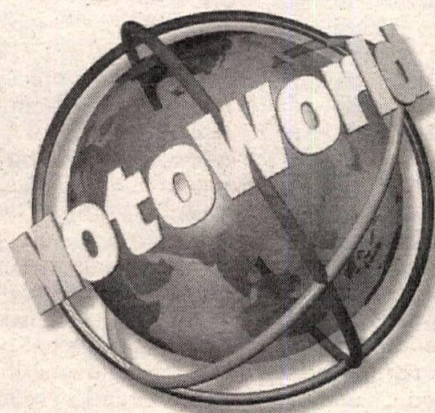
Date	Eastern Time	Description
3/3/98	3:30 AM	MotoWorld (R)
3/3/98	3:00 PM	Atlanta, GA Supercross (R)
3/4/98	12:30 AM	Atlanta, GA Supercross (R)
3/4/98	6:30 PM	MotoWorld
3/7/98	6:30 AM	MotoWorld (R)
3/8/98	1:30 AM	Daytona 200 Preview/Qualifying
3/8/98	5:00 PM	Daytona 200
3/9/98	11:00 PM	Tampa, FL Supercross
3/10/98	12:30 AM	Daytona 200 (ESPN)
3/10/98	3:00 AM	MotoWorld (R)
3/10/98	3:00 AM	MW2 Rev It Up
3/10/98	6:30 PM	MW2 Rev It Up (R)
3/12/98	6:30 PM	MotoWorld
3/13/98	2:00 PM	MotoWorld (R)
3/13/98	2:30 PM	Daytona 200 (R)
3/14/98	7:00 PM	Daytona Beach, FL Supercross
3/15/98	3:30 AM	Daytona 200 (R)
3/15/98	11:30 AM	MotoWorld (R)
3/15/98	3:00 PM	Daytona Beach, FL Supercross (R)
3/16/98	2:00 AM	MW2 Rev It Up (R)
3/17/98	12:30 AM	Daytona Bike Week-600 Supersport
3/17/98	3:00 AM	MotoWorld (R)
3/18/98	12:30 AM	Tampa, FL Supercross (R)
3/19/98	6:30 PM	MotoWorld
3/20/98	1:00 AM	Daytona Supercross (ESPN)
3/20/98	7:30 PM	Daytona Bike Week-600 Supersport (R)
3/21/98	12:30 AM	Daytona 750 Supersport/250 GP
3/21/98	4:00 AM	Daytona Beach, FL Supercross (R)
3/21/98	6:00 AM	MotoWorld (R)
3/23/98	5:00 AM	Daytona Bike Week-600 Supersport (R)
3/23/98	11:00 PM	Daytona Bike Week-NASB
3/24/98	3:00 AM	MotoWorld (R)
3/24/98	3:00 PM	Daytona 750 Supersport/250 GP (R)
3/24/98	6:30 PM	MW2 Rev It Up (R)
3/25/98	6:30 PM	MotoWorld
3/27/98	7:30 PM	New Orleans, LA Supercross
3/28/98	12:00 PM	New Orleans, LA Supercross (R)
3/28/98	2:00 PM	MotoWorld (R)
3/30/98	5:30 AM	MotoWorld (R)
3/31/98	12:00 AM	New Orleans, LA Supercross (R)
3/31/98	2:00 AM	MW2 Rev It Up (R)

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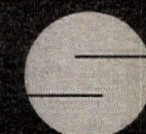
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INTERVIEW

Sito Pons

da, who was Puig's crew chief last year. Santi Mulero will continue to work with Checa. For John's crew, we have added a Japanese mechanic, Matsumoto-san; we call him "Matsi." He worked with John in the Castrol Honda factory team last year in World Superbikes. There will also be an HRC engineer, Kagame-san, who will coordinate our efforts with HRC as our link or liaison. He will join us at the tests coming up at Jerez.

Although today's 500s are the fastest road racing machines in the world, with almost all current qualifying, lap and race records held by Doohan, Criville or Okada, the 500cc class has been criticized because of Doohan's dominance. Why, in your opinion, has Doohan become so dominant?

First of all, it's not just Doohan who has become dominant; it is a combination of people and circumstances with Doohan in the center. Mick is from the old school of 500cc riders. He rode the NSR when it was vicious and, like Rainey, Schwantz, Lawson and Gardner, he has the advantage of knowing how to control a sliding bike and how to steer with the rear wheel. The old NSR was very difficult to ride and Doohan mastered the technique that worked in the pre-Big Bang days. Even though the Big Bang motors are easier to ride, knowing how to control a sliding machine and how to steer with the throttle gives him an advantage when the tires go or in the early laps before the tires warm up. Doohan has been working with the same crew chief and mechanics since 1989, and riding the same bike that he has developed. So you have a rider and a team who know everything about the bike and about each other. They are racing against a new generation of riders who lack that experience and that understanding. And, of course, Doohan is a truly great rider.

So how do you beat him?

Well, maybe his weakness is in his strength. His strength is that he knows the bike, he developed the bike and he has a team used to doing things his way. Winning riders don't like changes and they don't like new chassis and new ideas. They won by insisting on having things their way, and they often don't like to try new things. John has the virtue of being from the same older generation of rear-wheel steers as Doohan, but he has been riding lots of different bikes and has been exposed to different ideas. While Doohan has been riding one bike, John has ridden the 250 Yamaha, the 500 "screamer" Yamaha, the Big Bang Yamaha 500, the 250 Suzuki, the 500 Cagiva, the Ducati, the Honda RC45 and now the new NSR Hondas. He has tried Doohan's setup and he has found things wrong with it and things that he can improve. John probably won't be as consistent as Mick, because Mick and his team have settings and notes from the tracks for the last nine years, but I believe we will find a way to beat him. As I said, the problem for John will be to be consistently fast at all tracks.

Let's talk about racecraft. Doohan has been in charge for the last few seasons, especially last year. He starts from the pole and then sets the pace. Last year he seemed to be able to do whatever he wanted. In Jerez, where Criville won, Doohan had a mechanical problem. In Indonesia, he admits he made a mistake in strategy and let Okada stay too close to him in the final stages. Then in Australia he was running away and fell off. But he won the other 12 and in a lot of them he seemed to play with his rivals before putting them away. How do you see Kocinski matching up with

Doohan as far as racecraft and strategy is concerned?

I see John as capable of creating some problems for Mick that nobody has been able to create for the last few seasons. Mick can break away on cold tires at the start of the race, and the other riders don't seem to be able to go fast on cold tires. But when John set the fastest lap at Eastern Creek (during the recent Honda test), he did it on the second lap on a new set of tires. Mick can also go fast with a bike when the tires are worn out in the final laps, something that comes from his sliding ability. But John can slide with the best of them, and comes from the same dirt track background that the best American riders came from. So two of Mick's advantages, going fast on cold tires and going fast on burned-up tires, are matched by John.

You raced two generations of 500s. In 1985 you rode the rotary-valve Suzuki 500, and in 1990 and 1991 you raced the pre-Big Bang Honda NSR. Last year you took your Team Pons Honda, a Big Bang version, out for a test. What comparison can you make?

The difference is very great. The '90-91 Honda was much more difficult to ride. You had to use different lines, you had to lift the bike quickly on the exit to be able to get the power down, you had to slide out of the corners, and the power could catch you out and high-side you if you made a small mistake. The transition from 250 to 500 was terribly difficult, but today the more predictable power delivery of the Big Bang allows a rider coming up from 250 to adapt more quickly. Today's 500s are heavier but easier to ride and the transition from 250 to 500 is not so great. You look at today's race times and you see more consistency in lap times. The lap times are better, too, but the important thing is that the riders are able to keep a quick pace all race long, and that's because the bike is easier to ride. You see that in quicker total race times. Riders today frequently set their fastest lap in the last few laps, but before the Big Bang you'd never see that. By the end of the race, the fierce power delivery had spent the tires and worn out the rider.

The only current GP team that has been running longer than yours is Team Roberts. Kenny Roberts made the decision to build his bikes and, more importantly, his own engines. What is your opinion of the Modenas project?

What Kenny has done is very brave and very risky. He's gone off on his own without the direct industrial support of a major factory. If he had gone into an engine project with Aprilia or BMW, there would be an industrial base to build on and commercial justification for the huge expenses, but what Kenny has done is build a pure racer. This means that he needs constant sponsor investment. It is very difficult to go up against the Japanese in the development of a racing two-stroke engine. If the results are good, the sponsor will be pleased, but it's hard to deliver results when you are developing a new machine. Sponsors want their brand to be seen on TV, but Kenny is risking the loss of his major sponsor by using their funds to develop a prototype. That is the development that the factory usually does out of sight and doesn't expect the sponsor to pay for. I hope Kenny is successful, because the sport would benefit from an alternative to the Japanese factories in 500. It might help hold down the high leasing costs.

At one point over the fall I read that Checa said he wanted to go with a Big Bang engine this season. Do you have



Sito Pons won two 250cc World Championships prior to switching to 500cc Grand Prix racing.

the option to use both engines for both riders? At this time, which engines do you think your team will be using?

The interesting thing is that the lap times are just about the same with all versions. We've given Honda our opinions after testing all options, and Honda will decide on the basis of reliability which version they believe gives us the best chance of winning. We'll accept their choice.

Since Wayne Rainey was forced to retire after his crash at Misano in 1993, Yamaha has won only six races, and they went last season without a 500cc win for the first time since 1972. And since Kevin Schwantz retired, Suzuki has only had two wins, and none for the last two years. Last year Honda won every single 500cc race. Is Honda really that superior? What has happened to Yamaha and Suzuki over the last two seasons?

Honda has developed the best bike, but that have also worked harder at developing new riders. When they had both (Wayne) Gardner and (Eddie) Lawson, they also added Doohan as third rider to build for the future. But when Wayne Rainey had his accident, there was no rider in Yamaha capable of stepping up to fill Wayne's shoes. The same thing happened in Suzuki when Kevin retired. Honda has looked to the future just like we have done on our team. We worked with Criville, bringing him up from 250, and we did the same with Puig and with Checa. Meanwhile, HRC has done a good job bringing Okada along. Without young riders, the program of bike development lags behind because it's all built around just one rider. Yamaha without Rainey was unable to win, like Suzuki without Schwantz, but Honda today has two or three riders capable of taking over for Doohan.

John Kocinski comes to your team with a reputation of being a difficult rider to manage. Were you worried about this? How is it all working out? How has Checa adjusted to having John as a teammate?

To be honest, I don't pay a lot of attention to all the paddock gossip and I don't believe much of it. Alberto Puig was a very difficult rider to work with, but we gave him what he needed to ride at his best level and to win. All riders are difficult to work with. They are under a lot of stress and pressure. What a rider needs from his team is support and loyalty. The team has to adapt to the rider as much as possible because the rider has to have a good working environment. The team has to know what to do and what not to do. Some riders need to be pressured, others need to be left alone, but no team should try and change a rider's character. I'm not worried about that kind of thing and so far I've been impressed with the way John works to set up the bike. As far as Carlos is concerned, he is very competitive and he is learning from watching John work and trying to match him.

How have the opening test sessions gone so far?

In the first tests, John was getting used to the bike and Carlos was testing new versions of the machine, so in Jerez and in Phillip Island we were learning about our options. In Phillip Island we were generally pleased with the times, but not with Doohan being a second quicker. In Eastern Creek, when John was quicker than Doohan and Carlos was third and just a tenth of a second slower than Doohan, we were frankly very happy. It means that at this stage of the preseason we are on the pace and we just have to keep working steadily to improve.

What is your opinion of the current state of Grand Prix racing?

If you look back to 1991, the last year before the Dorna/TWP contract with the FIM and IRTA, you see amazing improvements. The world television coverage is many times greater in audience and in quality. The sporting and organizational side is much improved. We used to have bickering and political problems. Now the Grand Prix committee, consisting of the FIM, Dorna, IRTA, and the GPMA (Grand Prix Manufacturer's Association), serves to eliminate problems before they occur. What we all want and are all working for is to see Grand Prix racing compete for sponsorship and popularity with sports like Formula One, tennis and golf. We have made some important improvements in giving more focus and importance to the 500cc class. Professional motorcycle racing is a pyramid and at the top is the 500cc class. These 500s are the fastest and most technologically advanced racing motorcycles in the world, and they are the most difficult to ride. Other classes, 250 and 125, and World Superbike, too, produce good racing and develop good riders, but this year we clearly have the world's best riders all racing in the 500cc class. We still have Doohan and the other top 500 riders, but now we also have the World Superbike Champion and the World 250cc Champion, Max Biaggi, and the 250cc runner-up, Ralf Waldmann.

But we still have to improve the championship on the commercial side. We have to all work together to bring new sponsors to the championship. It's not good to see Team Rainey Yamaha still without a major sponsor, and to see Team Suzuki also without a sponsor. We are working with Dorna on ideas that will improve this. We've got the best riders, the fastest bikes, good organization and the best motorcycle-racing television coverage; now we just have to make commercial sponsors aware of the opportunities that our sport offers, and we all have to work together in a positive way for the good of our sport. The old conflicts between IRTA, Dorna and the FIM are resolved, and I think Grand Prix racing is moving in the right direction.

EASY COME. EASY GOEY.

By the time he got to Phoenix, Anthony Gobert was red, ready and hot to win.

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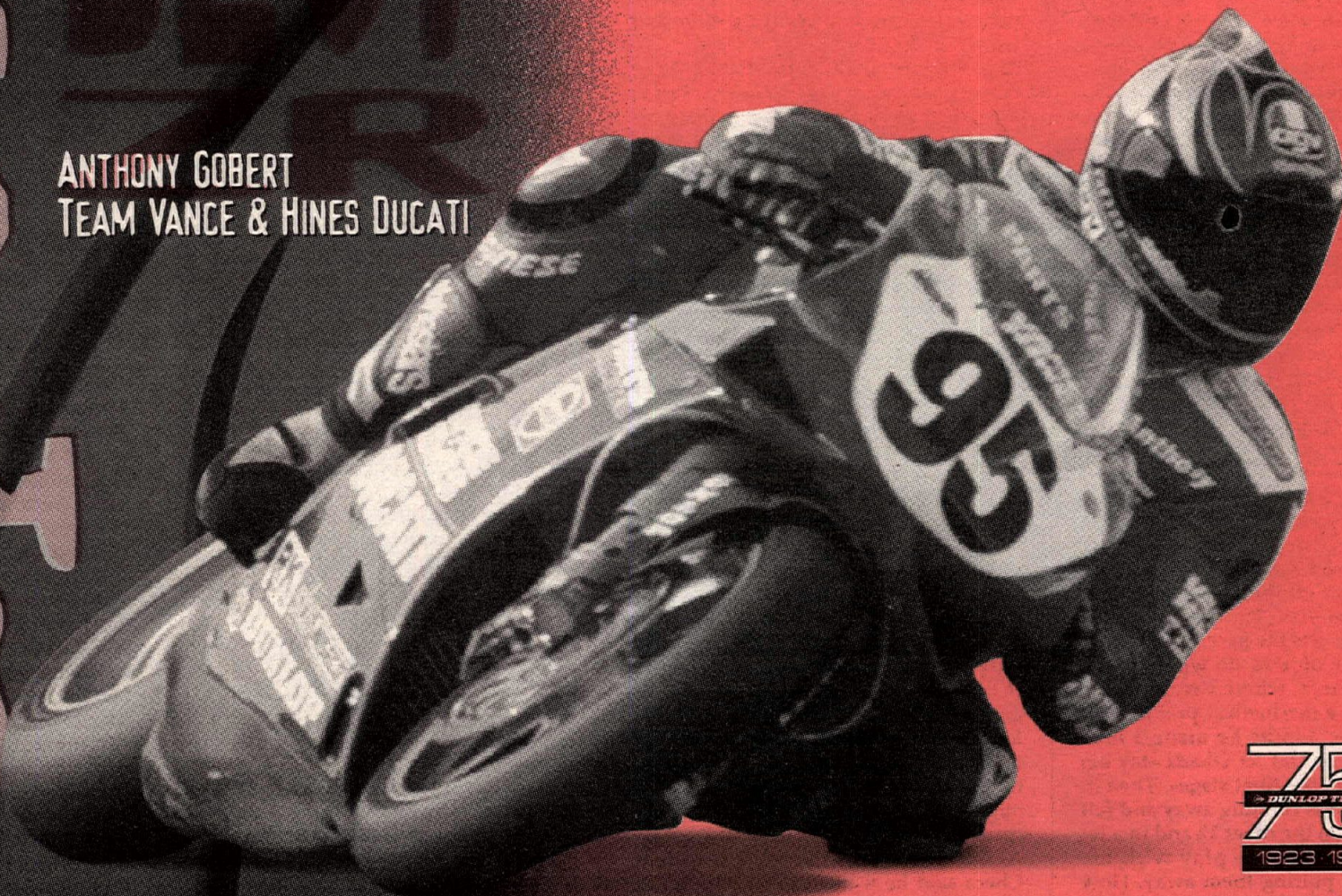
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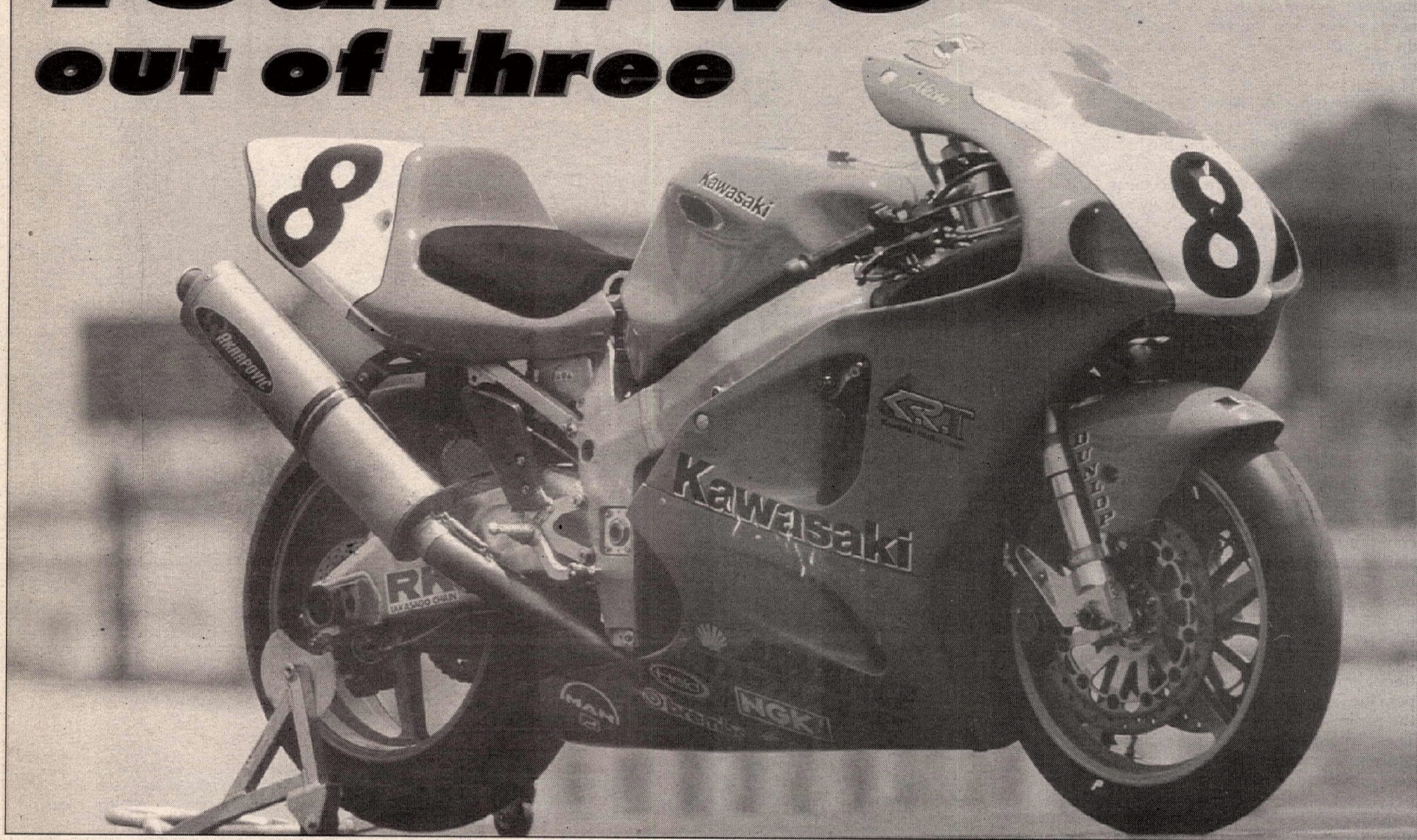
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(Above) Kawasaki's ZX-7RR was the surprise of the 1997 World Superbike season. After a lackluster debut year in '96, it was Turnaround City for the bike that rider Akira Yanagawa - himself a revelation - took to two wins. (Left) Though engine performance is greatly improved, top speed isn't what it could be as a result of the wide fairing.

By Alan Cathcart
Photos by Alain Laregle

It was no contest which motorcycle won the Most Improved Performer award in the 1997 World Superbike series: Kawasaki's ZX-7RR. After a debut season in '96 fraught with development trouble and poor results - only Anthony Gobert's brilliance helped disguise the fact that the all-new short-stroke "Green Meanie" still had sand in its shoes (short on acceleration and struggling on top end) - Kawasaki made good with a vengeance in '97.

With team management switched from Bend, Oregon's Muzzy operation to Harald Eckl in Germany, new boy Akira Yanagawa confirmed the ZX-7RR's step-up in performance by winning two races in his debut WSC season, while teammate Simon Crafar would surely have at least matched that if he hadn't suffered perpetual misfortune that saw him rammed out of contention in no less than three rounds by other riders and suffer tire or other problems in more races when well-placed for victory.

After riding Gobert's '96 Kawasaki a year ago at twisty Albacete, I wasn't overly impressed with its engine performance - a fact confirmed by the Eckl team's disappointing first tests in January '97 at Phillip Island, with the same '96 hardware.

Two months later, though, the Eckl team saw their '97 bikes for the first time, just a week before the first race of the season, on the same track - and how much better this new equipment was got underlined by Yanagawa and Crafar qualifying on the front row, just a whisker away from pole.

Riding Akira-san's bike at the opposite end of the season, at Sentul, underlined what a far superior package the ZX-7RR has now been developed into - at no little cost in terms of effort by Kawasaki engineers, or of budget, I'm sure. The biggest difference you notice at once is the power delivery and torque curve.

Where last year's bike belied its 73 x 44.7mm short-stroke configuration (the shortest in the Superbike paddock), struggling to build revs quickly as well as running out of breath up high, this year's factory Kawasaki is a different breed of green screamie. While it'll pull smoothly out of the tight first chicane at Sentul like a road bike, from as low as 5800 rpm on the tachometer at part-throttle or from 7000 rpm in wide-open racing mode, there's a strong, relatively torquey charge up to five-figure revs, where things start happening much faster. From 11,000 rpm up, engine speed builds up notably quicker than it did before. Okay, not as fast as the Honda, but a huge improvement over last year's bike, and enough to keep you well on terms with your rivals, says Yanagawa.

"Only the Hondas are faster on acceleration," says Akira (a.k.a. "The Shark"). "And now we have same performance as Ducatis, but easier pickup from low rpm."

But this year's engine also charges hard all the way to the 14,500-rpm rev-limiter, the power curve flattening a little over 14,000 revs, but still pulling quite strongly - it doesn't tail off and start gasping for breath up high like before.

However, this appetite for revs isn't translated into outright speed. Though

the ZX-7RR is actually 60mm narrower than the old ZXR750, the new bike loses out a little on top end because it's not very efficient aerodynamically. Though the engine is strong up high, it's pushing too much air. (I reckon Kawasaki needs a session in the wind tunnel like the one Suzuki evidently signed up for in producing the sleek, swoopy new TL1000R twin).

Still, tapping the Yanagawa bike's perfectly set-up KLS speed-shifter at 14,300 rpm - don't risk hitting the harsh rev-limiter - keeps you right in the user-friendly part of the rev band, and means you can capitalize on what is surely now competitive horsepower delivered as part of a very rideable package.

But still, Kawasaki must surely be working on getting even more power at still higher revs for '98 - or else what was the point of ever going to the short-stroke motor? The old longer-stroke ZXR turned 14,700 rpm. Will we see a 15-grand ZX-7RR motor in the coming season?

In its present form, the Kawasaki is actually now a pretty forgiving bike to ride, certainly more so than before - the quite wide 1500-rpm average gap between gears underlines that. This isn't a peaky motorcycle that gives you a cramp in your left foot from having to shift gears so often to keep it on the boil. But it's also a potent one, thanks to the many engine improvements introduced for '97 as well as Kawasaki's retaining the best of before, all aimed at reducing inertia and internal friction in the motor (though, perhaps surprisingly, the slipper clutch is still a wet oil-bath design, the promised dry one not yet in use). These include two-ring slipper pistons, redesigned titanium rods and valves, gear cam drive instead of chain for extra precision, a lighter crankshaft, redesigned cylinder heads with an altered combustion chamber and revised camshafts, 41mm FCR Keihins used all the time (39mm are also homologated), a new ignition system, and a Skorpion titanium exhaust that gives more power

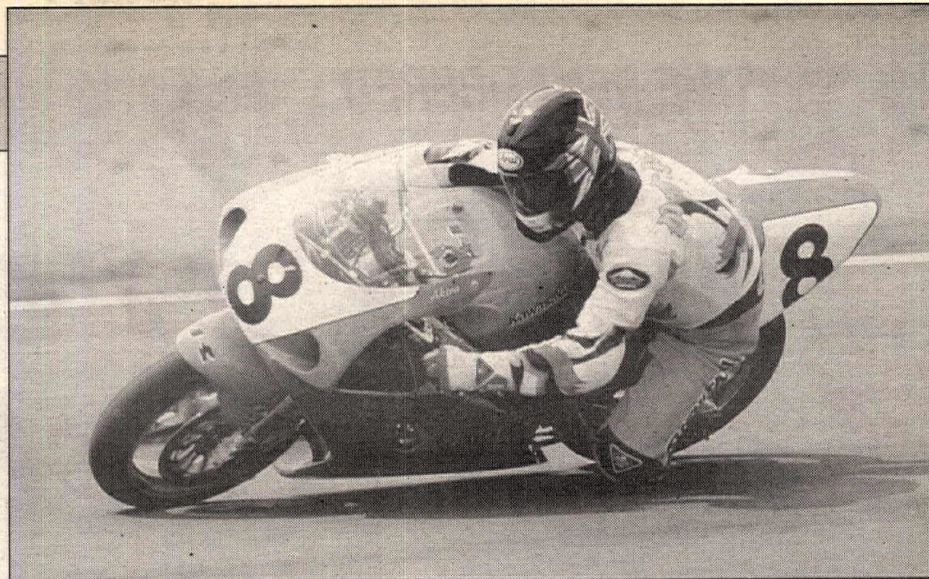
up high without sacrificing midrange or upsetting the noise meter.

And that's without considering the chassis. Because what Kawasaki has done here is achieve a contradiction in terms: It has created an in-line four-cylinder superbike that changes direction, holds a line and rides bumps under power as well as my Supermono single - or better than any other superbike, including the twins! This was especially noticeable in the two Sentul chicanes, where the Kawasaki steered not just more precisely but also more sweetly than the Hondas I'd been riding a couple of days earlier. It's easier to change direction with, and doesn't push the front end under power like the RC45 does - presumably because the center of gravity is low (the Kawasaki's in-line motor's crankshaft height is apparently 25mm lower relative to the axles than the V-four Honda's, in a chassis with a wheelbase also 25mm longer than the Honda's).

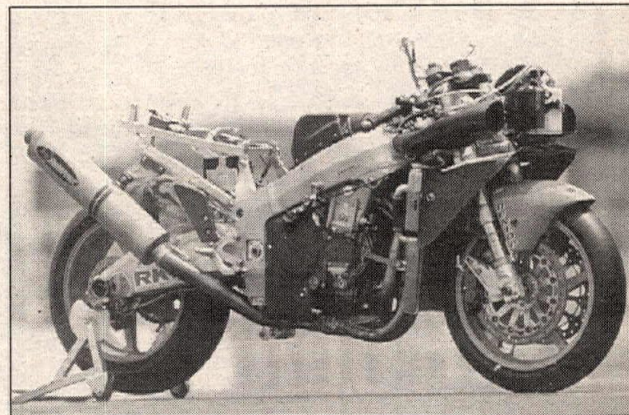
This rangier stature coupled with the lower cee of gee means the Kawasaki is easier to steer, is more stable under braking on the way into a turn as well as gripping better on the gas on the way out (because there's less weight transfer than on a shorter bike carrying its weight higher up), and holds a line better - especially over bumps. Yet, amazingly, Kawasaki has delivered this from a low-slung in-line four without producing any ground-clearance problems, in spite of the excellent grip of the 16.5-inch Dunlop rear tire when you get hard on the gas.

This rubber seems ideally suited to bikes with this engine format, perhaps because its structure is more compliant and forgiving than Michelin's, permitting a lower setting on the adjustable swingarm pivot, delivering good initial grip while allowing the tire to slide predictably - as Simon Crafar had given a master-class demonstration of three days beforehand.

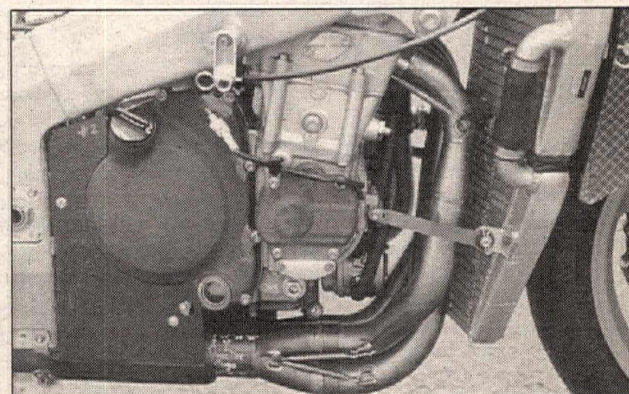
Whatever the case, I felt I could brake and turn the Kawasaki easier and hold a



(Above) The ZX-7RR is the class of the superbike field in terms of handling, and it is stable under braking going into turns and stable on the power coming out, all the while holding a tighter line than any of the rest. (Right) Chassis specs are fairly conservative for the twin-spar aluminum-frame bike - 25 degrees of rake and 92mm trail, coupled with a longish 55.9-inch wheelbase.



(Right below) The ultra-short-stroke in-line four screams on the top but still has usable midrange - a far cry from last year's bike. The engine currently redlines at 14,500 rpm and features a host of titanium internal pieces.



tighter line than the Honda, then hook up hard on the gas quite a bit earlier, instead of having to wait a little for the RC45's power understeer to be neutralized before I could take advantage of its ace acceleration.

This is what probably allowed the Kawasaki to be a match for the Honda on many tracks last season, because its superior handling on the way out of a turn negated Honda's advantage in engine pickup. It may be that much narrower than the old ZXR750, but the Kawasaki still seems quite wide when you're sitting aboard it, because of the twin airducts in the nose of the bodywork - an optical illusion that doesn't detract from the ease with which you can choose a line in a turn, and stick to it.

It definitely feels more low-slung than other superbikes when you sit on it, and it changes direction better than the Honda or Ducati in a chicane. The nice thing about the Kawasaki is that this was obtained without radical steering geometry and the attendant sacrifice in stability around bumpy fast turns, like the left sweeper before the first chicane. John Kocinski's Honda had tried to tie itself in knots here each lap; the Kawasaki was rock steady.

The riding position is surprisingly spacious, too: Yanagawa says he used to tighten everything up, but now he likes to move around on the bike more, to take advantage of its forgiving - that word again! - handling.

The only thing I thought might be improved were the brakes: Kawasaki has opted for four-pot Brembos this season, replacing last year's six-piston APs, which I never much cared for. These

new ones stop okay, but don't have the bite that the fabulous six-pot Nissins used by Yamaha have - the latest version of the same brakes that Kawasaki was the first to use in Superbike racing. The Brembos do work more progressively, though, and have lots of feel when you have to touch them lightly to take off a little corner speed when you, ahem, go too deep into a turn because you misjudged the line!

And the Kawasaki is much more stable than the Kocinski Honda under braking, not only because the lower build reduces weight transfer (so it doesn't lift the back wheel in the air when you squeeze hard) but also because the new '97 46mm Ohlins forks (Kawasaki didn't switch back to the new-generation 42mm ones as Yamaha did) have 10mm, more travel than before. The travel is now 130mm which, coupled with revised springs, prevents the front end from bottoming out under heavy braking as it did before.

Kawasaki racing boss Makoto Ohtsu was present at Sentul for my test, and he says that the company has a three-year plan for World Superbike success: After two of the three years, he feels they're ahead of schedule.

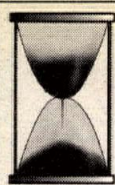
Will 1999 see the company achieve its target and win the title in the hands of Akira the Shark or new teammate Neil Hodgson, whose switch from Ducati has to be one of the smarter moves a rider has made this winter?

Don't bet against it - this is now a very good motorcycle, with a chassis package that is now outstanding, yet is still at a comparatively early stage in its development cycle. Perhaps the best is yet to come?!

KAWASAKI ZX-7RR

Specifications

Engine	Liquid-cooled DOHC in-line four-cylinder w/ four valves per cylinder and gear camshaft drive
Bore x stroke	.73 x 44.7mm
Displacement	.749cc
Output	Over 165 bhp at 14,000 (at gearbox)
Compression ratio	14.0:1
Carburetion	(4) 41mm Keihin FCR flat-slide
Ignition	Digital programmable electronic CDI
Transmission	6-speed w/ power shifter
Clutch	Multiplate wet sprag-type
Chassis	Aluminum twin spar
Suspension	
Front	46mm Ohlins inverted telescopic forks
Rear	Fabricated aluminum swingarm with adjustable pivot, rising-rate linkage and single Ohlins shock
Rake/trail	25°/92mm
Wheelbase	55.9 in.
Weight	358.6 lbs. w/ oil, water - no fuel
Weight distribution, f/r	52/48%
Brakes	
Front	Dual 320mm Brembo discs w/ four-piston Brembo calipers
Rear	Single 200mm Nissin steel disc w/ two-piston Nissin caliper
Wheels/tires	
Front	120/75-17 Dunlop KR106 radial on 3.50-in.-wide Marchesini wheel
Rear	195/55R420-16.5 Dunlop KR133 radial on 6.00-in.-wide Marchesini wheel
Top speed	187.9 mph (Hockenheim)
Year of manufacture	1997
Owner	Kawasaki Heavy Industries Ltd., Akashi City, Japan



A true legend

By Anne-Marie Friedmann

It took Jim Davis 100 years to make the Motorsports Hall of Fame - long overdue, after a life spent on motorcycle racing.

Today Davis lives on the shore of the Halifax river, in a house that's also home to memorabilia that dates back as far as 1901 - from the tinted photo of him proudly sitting on a tricycle next to his older brother, to the Hall of Fame trophy that rests on the coffee table, next to a letter from President Clinton. And there are stories to match, racing yarns that still bring a twinkle to his eyes and reflect the spark of excitement he still has for motorcycle racing.

By the end of the 19th century, inventors around the world had discovered that the motorization of the bicycle could provide quite an interesting mode of transportation. On March 23, 1896, Jim Davis - today, the oldest man in modern motorcycle history - was born in Ohio, ready to be a part of the legacy of the motorcycle's evolution for the next 100 years.

John Davis was a bicycle racer, but Jim didn't have any intention of following in his father's racing footsteps - yet racing motorcycles seemed like a pretty exciting thing to do. A few boys in the sixth grade were racing motorcycles, and Davis was soon the proud owner of his first racing machine: a Yale, fabricated by the Consolidated Manufacturing Company of Toledo, which had purchased the rights from a Californian builder. The price: a whopping \$200.

"Back in those days, it was a lot of money," Davis recalls.

This sweet old man, aged more than a century, peacefully sits in front of me, with a touch for happiness and a certain zest for life. Jim Davis has a remarkable sense of humor, and has often been referred as a practical joker (though in my presence, he remains a perfect gentleman in every sense of the word). However, some of his shenanigans got him in hot water, and he was sometimes suspended or penalized during his racing days.

When he tells his stories - tales filled with wonderful memories - Davis is just another grandfather, though he never had children of his own. That didn't stop him and his first wife, Louise, from enjoying their friends' children.

"My wife took care of Billy (France Jr.) when he was in diapers," Davis said.

His romance of 50 years with Louise began in 1926, with no big ceremony or wedding ring - though the ring would come later. After a life filled with laughter, Louise passed away at the end of 1980. Jim tied the knot with his second wife, Pauline, in 1992, and has outlived her for the past four years.

Jim Davis feels a strong bond with Daytona International Speedway, as he has been friends with Bill France since 1927. At the time, France was a 15-year-old roaming the pits in Maryland; he was approached by Davis and given an invitation to try out his racing machine on the board track. Bill took him up on the offer, and the rest is history.

During the introductory year of the single Silent Gray Fellow in 1908, Jim Davis began his racing career on a wooden board track in Ohio. His father agreed to his racing, with Jim's promise that he would continue to attend school in the early years of his racing career. After the First World War, Davis graduated from California State University with a building degree (the equivalent of a civil engineer diploma). His father owned a stone company in Columbus, Ohio, and you can still find evidence of the Davis' work there today: historic monuments and buildings faced with the Davis Cut Stone Company's work. Jim played a big part in many of the works of art produced by the company until its closure in 1980.

They carved the pieces from pictures on limestone plates, which were used to cover the walls of such historical landmarks as the State House of Columbus, where the Davis Company erected a statue of Christopher Columbus. Also, the National House of Lancaster features a full-sized, carved-stone statue of a gentleman (coincidentally named Jim Davis) who holds a youngster by the hand.

Davis served his country in World War I as a driver for top officials. Meanwhile, he tried his best to conceal his racing background. The commander of his post, however, had seen him race, and conned him into riding again by telling him to start a sidecar that was sitting in the yard.

"I told him that I didn't know anything about motorcycles," Jim said.

His commander briefed him on how to proceed and urged him to keep trying. Naturally, Jim finally got the engine to start and the commander later admitted having known about his racing fame.

His military training led him to enroll in the newly formed Ohio State Patrol as a patrolman and a riding instructor in 1933, and he remained on the force until his retirement some 12 years later. For more than a decade, Davis managed to juggle the family business, the Ohio State Patrol, and his racing - after striking a deal with the army and the OSP that enabled him to race during his service.

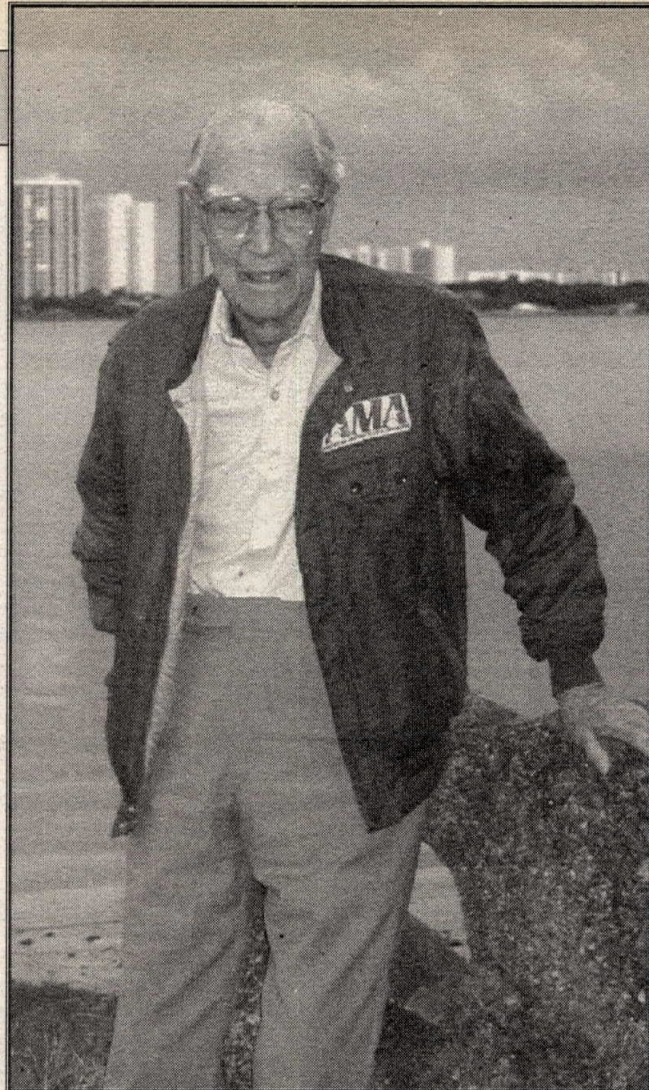
The Yale was the only machine Jim Davis ever owned. At the beginning of his career, he raced in the 1916 Detroit 100-miler aboard an Indian factory machine. He jumped ship in 1926 and became Ralph Hepburn's teammate on the Harley-Davidson factory team, with a salary of \$25 and with all expenses paid.

"I would usually give the money to the young riders who didn't make any money at the track that weekend," Davis recalls. "I was on the Harley-Davidson or Indian payroll. I didn't race for money."

Throughout his career, Davis estimates he won a total of \$15,000 in prize money.

Back then, the racing equipment was shipped by the factory via express train, and the riders also used the train as their main form of transportation - in both the United States and Canada.

"We used to insure our equipment for the amount of the prize money, in case the equipment didn't arrive on time,"



Davis said. "It happened four or five times that we didn't get our machine on time."

In the late '20s, things were getting better, and they traveled in the original cross-country TWA flights from LA to Columbus - for \$100. The trip consisted of four stopovers, including a change of plane in Wichita, Kansas.

Davis is one of the most decorated riders in the history of motorcycle racing. No matter where he started - on the front row or the back row - he usually crossed the finish line in front of the field, or closely behind the winner. After spinning tires on board, clay and dirt tracks for nearly 40 years, Davis owns a record 175 championship medals - 95 of them gold. In addition, Davis has also held speed records, including the one he set in 1929 on a dry lake in California when he reached speeds of 157 mph. He is also the only rider to have earned what were formerly the three highest honors in American motorcycle-racing history: the Harley-Davidson Award for winning the 300-mile National Championship gold medal; the Federation of American Motorcyclists' National Competitor gold medal; and the American Motorcyclist Association National Championship gold medal. In America, he brought Yale, Indian and Harley-Davidson to the top, and in Australia he rode Douglas, JAP, BSA and Triumph motorcycles. It was only in Australia that Davis rode a machine fitted with brakes - something he never used in his U.S. racing career. In 1929 he was honored by the Sport Company of America as the greatest and most fearless motorcycle racer that the industry had ever seen.

"I liked to go without brakes, because you had to use your own judgment (in order to stop safely)," Davis explains. "When you have brakes, you want to stop anywhere else, and when you ride around 100 mph, it could lock the wheel up and sometimes you could go down and turn into a human porcupine."

On the eve of World War II, the Davis Cut Stone Company began building war products. At that time, Davis retired from racing to concentrate on building ships, but he maintained his passion for racing by becoming the AMA National starter.

"I was getting tired of being on the road all the time and I decided I had to look ahead to life with my wife, Louise," Davis said.

The closest finish Davis recalls ever flagging was at Lakewood Park, a mile dirt track in Atlanta, on August 8, 1948. The race featured a battle between three racers: Bobby Hill, Bill Hubbert and Canadian Bill Mathews.

"They finished so close that you had to have a good eye (to catch the winner)," Davis said. "There were three judges, and out of the judges and the starters, I was the one to make the decision. This race was for the championship, and I said, 'Nobody couldn't tell which one of those kids won the race.' I called for a tie and issued each of

them a National Championship gold medal. Bill Mathews was given the third-place finish."

Following his two decades in the AMA - a time that saw racing move from the beach at Daytona to the Speedway - he passed on the checkered flag to his good friend Duke Pennell, who replaced him as the National starter and referee after his retirement in the early 1960s.

"I got kind of tired of it," Davis said. "Then I turned it over to a friend of mine and he still does it."

Since then, Jim Davis has been a guest speaker around the country at various events honoring his legacy.

"One time, I got on the platform and I started telling stories," he recalls. "I talked for 35 minutes, then I leaned down to the president of the league, and asked him, 'How much time do I have?' He said, 'Keep going - you're saving the show.' Then I continued with another story."

A popular speaker, Davis was twice flown to Southern California last year for a promotional photo shoot of the centennial of the motorcycle - and he returned in October for the annual event at Del Mar.

Davis is a humble man who doesn't like to talk much about his own accomplishments. He mostly prefers to speak highly of others - men like Bill France, the founder of NASCAR, and his sons; E.C. Smith, the man in charge of the AMA in the early days; his racing teammate Ralph Hepburn, who died in a crash while qualifying for the Indianapolis 500 as Jim looked on; Duke Pennell, the current AMA starter; racing legend Bobby Hill; and World Champions Eddie Lawson and Freddie Spencer, both of whom he met in the '80s.

He recently played his last game of golf with Pennell, but the pair still meet regularly for lunch.

For his 100th birthday, he rode in the pace car at 140 mph around Daytona International Speedway's banking, and he is looking forward to his next birthday party - planned for Bike Week 1998.

Young at heart, Davis is an inspiration. In fact, you'd like to grow up to be just like him.

RICKY RIDES AGAIN. EVERYONE ELSE FIGHTS FOR SECOND.

Round 1
AMA 125cc Eastern Regional Supercross Series
RCA Dome, Indianapolis, IN

After a four-month breather, Ricky Carmichael was back doing what he does best – piloting his KX125 in, over and around the dirt faster than anyone else.

"We had a great battle going. I'm happy I stayed smooth and calm."

— Ricky Carmichael
Team SplitFire/
Pro Circuit/
1-800-Collect/
Kawasaki

This time it was the AMA 125cc Eastern Regional Supercross opener in the RCA Dome in Indianapolis. Experienced far beyond his 18 years,

Carmichael rode skillfully and confidently to bring home a convincing victory.

As for the other riders in the Eastern Region? Looks like their season is already going south.

Kawasaki
MOTORSPORTS

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NO FEAR BRIDGESTONE THROTTLE LOCKER PRO CIRCUIT alpinestars

WORK COMMECH Mechanix Wear 1-800-COLLECT SPN Kawasaki BRAKING

UFO COMETIC★ Twin Air Hinson Racing NIXA BELL

Motorcycle Week

FEBRUARY 24

1 p.m.
Registration for NASB/CCS road race riders and crew who are pre-entered for Wednesday practice only, till 3 p.m., at Daytona International Speedway; 704/684-4297.

3 p.m.
Registration for all participants, NASB/CCS road race events, till 5 p.m., at Daytona International Speedway; 704/684-4297.

FEBRUARY 25

7 a.m.
Registration for all participants, NASB/CCS road race events, till 5 p.m., at Daytona International Speedway; 704/684-4297.

Tech inspection opens for NASB/CCS road race events at Daytona International Speedway; 704/684-4297.

8 a.m.
Practice for NASB/CCS road race classes as follows: Group 1 - even-numbered Amateur L/W GP, all M/W and H/W classes, SuperTwins; Group 2 - odd-numbered Amateur L/W GP, all M/W and H/W classes, SuperTwins; Group 3 - GP singles, 125cc GP, L/W Sportsman, Buell Lightnings; Group 4 - L/W Sportbike, L/W Superbike, H-D TwinSports; Group 5 - even-numbered Expert L/W GP, all M/W, H/W and U/L classes, SuperTwins; Group 6 - odd-numbered Expert L/W GP, all M/W, H/W and U/L classes, SuperTwins, till 5 p.m., at Daytona International Speedway; 704/684-4297.

FEBRUARY 26

7 a.m.
Registration for riders (rider registration closes at 8 a.m. for riders with Thursday races)/crew/guests, NASB/CCS road race events, till 5 p.m. at Daytona International Speedway; 704/684-4297.

Tech inspection opens for NASB/CCS road race events at Daytona International Speedway; 704/684-4297.

8 a.m.
Practice for NASB/CCS road race classes, groups 1-4, till 5 p.m., at Daytona International Speedway; 704/684-4297.

9 a.m.
AHRMA road race practice for all classes, till 9:30 a.m., at De Land Airport; 715/842-9699.

9:30 a.m.
Suzuki Advanced School, first session (preregistration required), at Daytona International Speedway; 909/245-6414.

10:10 a.m.
Practice for NASB/CCS road race classes, groups 5-6, till 11 a.m., at Daytona International Speedway; 704/684-4297.

Noon
Suzuki Advanced School, second session (preregistration required), at Daytona International Speedway; 909/245-6414.

12:40 p.m.
Practice for NASB/CCS road race classes, groups 1-6, till 2:50 p.m., at Daytona International Speedway; 704/684-4297.

2:50 p.m.
Suzuki Advanced School, third session (preregistration required), at Daytona International Speedway; 909/245-6414.

3:30 p.m.
CCS races (5 laps each) for L/W Sportsman, M/W GP (Am), L/W Sportbike (Am/Ex) and M/W Sportbike (Am) classes at Daytona International Speedway; 704/684-4297.

FEBRUARY 27

7 a.m.
Tech inspection opens for NASB/CCS road race events at Daytona International Speedway; 704/684-4297.

8 a.m.
Practice for NASB/CCS road race classes, groups 1-6, till 11:30 a.m., at Daytona International Speedway; 704/684-4297.

Gates open for Antique Motorcycle Club of America (AMCA) National Rally at fair-

grounds in Eustice, Florida; judging on Sunday morning; 904/727-3806.

9 a.m.
Willi's Motorcycle World antique motorcycle museum; 566 Ballough Road; open daily till 9 p.m. through March 8; 904/253-2100.

Open house and tours at American Motorcycle Institute (AMI) campus, 3042 W. International Speedway Blvd; 800/874-0645.

10 a.m.
Bike Week Welcome Center, open till 10 p.m.; 503 Main St.; 904/255-0981.

12 p.m.
AHRMA Historic Cup road races, all classes, at De Land Airport; practice at 8 a.m.; 715/842-9699.

12:30 p.m.
CCS races as follows: GT3 (30 minutes), GT2 Amateur (30 minutes), GT2 Expert (30 minutes), GT1 Amateur (30 minutes), GT1 Expert (30 minutes), L/W GP (Am/Ex), M/W Superbike (Am), M/W Superbike (Ex), L/W Superbike (Am/Ex), U/L Superbike (Ex); 704/684-4297.

7:30 p.m.
Hot Shoe Championship Series Half Mile at Oglethorpe Speedway, Savannah, Georgia; 912/964-8200.

FEBRUARY 28

7 a.m.
Tech inspection opens for NASB/CCS road race events at Daytona International Speedway; 704/684-4297.

Gates open for AHRMA Speed & Sport Magazine Vintage Motocross Series at Florida Motorsports Complex, Ocala; 715/842-9699.

8 a.m.
Practice for NASB/CCS road race classes, groups 1-6, till 10:30 a.m., at Daytona International Speedway; 704/684-4297.

Gates open for Antique Motorcycle Club of America National Rally at fairgrounds in Eustice, Florida; judging on Sunday morning; 904/727-3806.

Registration opens for Amateur/Youth-class pavement half mile racing at St. Augustine Speedway, 900 Big Oak Road, St. Augustine; 904/788-4709.

9 a.m.
Open house and tours at AMI campus, 3042 W. International Speedway Blvd.; 800/874-0645.

Willi's Motorcycle World antique motorcycle museum, 566 Ballough Rd.; open daily till 9 p.m. through March 8; 904/253-2100.

10 a.m.
Bike Week Welcome Center open till 10 p.m.; 503 Main St.; 904/255-0981.

St. Augustine Amateur/Youth dirt track half mile; registration opens at 8:30 a.m.; St. Augustine Speedway, 900 Big Oak Road, St. Augustine; 904/788-4709.

10:30 a.m.
NASB/CCS H-D Twin Sports qualifying, till 11 a.m., at Daytona International Speedway; 704/684-4297.

11 a.m.
AHRMA Concours d'Elegance bike show, downtown De Land; show ends at 4 p.m.; 715/842-9699.

Noon
CCS races as follows: H/W Sportsman (Am/Ex), M/W GP (Ex), GP Singles, U/L Sportbike (Ex), H/W Sportbike (Ex), Senior Sportbike, M/W Sportbike (Ex), H/W Superbike (Am), SuperTwins (Am/Ex), U/L GP, H/W Superbike; at Daytona International Speedway; 704/684-4297.

4 p.m.
Qualifying for EBC Brakes Sportbike Series at Daytona International Speedway; 704/684-4297.

5 p.m.
Chris Carter radio show from The Boardroom, Ramada Inn Speedway (opposite Daytona International Speedway), till 7 p.m. Tune to WNDB 1150 AM.

7 p.m.
Opening ceremonies for AMA Supercross Series, round eight at Houlihan's Stadium, Tampa; Tickets: 813/287-8844.

7:30 p.m.
Motorcycle Asphalt R Series (MARS) pavement Pro-Am half mile at St. Augustine Speedway,

900 Big Oak Road, St. Augustine; 904/788-4709.

MARCH 1

8 a.m.
Practice for NASB classes as follows: GTO, GT Lights, GTU, till 8:30 a.m., at Daytona International Speedway; 704/684-4297.

AHRMA vintage road racing registration and technical inspection till 5 p.m. for Monday and Tuesday races at AMI, 3042 W. International Speedway Blvd.; 1.5 miles west of Daytona International Speedway; 715/842-9699.

Gates open for Antique Motorcycle Club of America National Rally at fairgrounds in Eustice, Florida; 904/727-3806.

8:35 a.m.
Qualifying for NASB classes as follows: Buell Lightning, HRC American Grand Prix; till 9:20 a.m.; at Daytona International Speedway; 704/684-4297.

9 a.m.
Open house and tours at AMI campus, 3042 W. International Speedway Blvd.; 800/874-0645.

Willi's Motorcycle World antique motorcycle museum, 566 Ballough Rd.; open daily till 9 p.m.; 904/253-2100.

9:25 a.m.
Practice for Harley-Davidson TwinSports and EBC Sport Bikes Series, till 10:10 a.m., at Daytona International Speedway; 704/684-4297.

10 a.m.
Bike Week Welcome Center, open till 10 p.m.; 503 Main St.; 904/255-0981.

10:15 a.m.
NASB GT heat races (3 laps each) as follows: GTO, GT Lights, GTU, at Daytona International Speedway; 704/684-4297.

Noon
AHRMA Speed & Sport Magazine National Vintage Trials at Florida Motorsports Complex, Ocala; registration opens at 10:30 a.m.; 715/842-9699.

12:30 p.m.
NASB races as follows: Buell Lightning Series (7 laps), GTO (10 laps), Honda American GP by Idemitsu (7 laps), GTU Lights (10 laps), EBC Sport Bike (10 laps), H-D TwinSports (7 laps), GTU (10 laps), at Daytona International Speedway; 704/684-4297.

2 p.m.
Hot Shoe Championship Series Half Mile at Volusia Speedway Park, Barberville; 904/985-4402.

5 p.m.
Chris Carter radio show from The Boardroom, Ramada Inn Speedway (opposite Daytona International Speedway), till 7 p.m. Tune to WNDB 1150 AM.

MARCH 2

8 a.m.
AHRMA Classics road race practice begins at Daytona International Speedway; racing starts at noon, including Historic Cup, Battle of the Twins and Historic Team Challenge races; AHRMA Concours opens in infield.

9 a.m.
AHRMA Concours d'Elegance bike show at Daytona International Speedway; trophy presentation at noon.

Open house and tours at AMI campus, 3042 W. International Speedway Blvd.; 800/874-0645.

Willi's Motorcycle World antique motorcycle museum; 566 Ballough Road; open daily till 9 p.m.; 904/253-2100.

Harley-Davidson and Buell demo rides, till 3 p.m.; northeast corner of Speedway grounds.

Excelsior-Henderson motorcycle and accessory show at Peabody Auditorium, Wild Olive and Auditorium Blvd., till 6 p.m.; 612/873-7000.

9:30 a.m.
Ninth annual AMI Brute Horsepower Shoot-Out (dynamometer horsepower competition), till 4 p.m., at AMI campus, 3042 W. International Speedway Blvd.; 800/874-0645.

10 a.m.
AMA/MBNA Superbike Tour registration open for all riders, crew and bonus-award sponsors till 5 p.m.; AMA building at Daytona International Speedway.

Bike Week Welcome Center open till 10 p.m.; 503 Main St.; (904) 255-0981.

Noon

AMA/MBNA Superbike Tour technical inspection open till 5 p.m.

Start of Excelsior-Henderson Experience parade; leaves Daytona International Speedway main parking lot to Peabody Auditorium downtown, all riders welcome; 612/873-7000.

1 p.m.

BMW demo rides, till 5 p.m., at BMW of Daytona, 118 E. Fairview Ave.; 904/257-2269.

5 p.m.

Chris Carter radio show from The Boardroom, Ramada Inn Speedway (opposite Daytona International Speedway), till 7 p.m. Tune to WNDB 1150 AM.

Ninth annual AMI Amateur/Youth Southeast Regional Championship dirt track races; registration opens at 8 a.m.; Daytona Municipal Stadium; 800/603 ACE.

7 p.m.

Harley-Davidson Indoor Show preview at Ocean Center (HOG members only); till 9 p.m.; 904/254-4500.

MARCH 3

8 a.m.

AHRMA Classics road race practice begins at Daytona International Speedway; racing starts at noon, including Sound of Singles, round one of Sound of Thunder World Series, and Historic Team Challenge race.

9 a.m.

Open house and tours at AMI campus, 3042 W. International Speedway Blvd.; 800/874-0645.

BMW demo rides, till 5 p.m., at BMW of Daytona, 118 E. Fairview Ave.; 904/257-2269.

Willi's Motorcycle World antique motorcycle museum, 566 Ballough Rd.; open daily till 9 p.m.; 904/253-2100.

Harley-Davidson and Buell demo rides, till 3 p.m.; northeast corner of Daytona International Speedway grounds.

Excelsior-Henderson motorcycle and accessory show at Peabody Auditorium, Wild Olive and Auditorium Blvd., till 6 p.m.; 612/873-7000.

Kawasaki demo rides, aftermarket accessory show and Good Times Owners Club hospitality area at Speedway, till 5 p.m.

Yamaha demo rides at Daytona International Speedway, till 5 p.m.

9:30 a.m.

Ninth annual AMI Brute Horsepower Shoot-Out, till 4 p.m., at AMI campus, 3042 W. International Speedway Blvd.; 800/874-0645.

10 a.m.

AMA/MBNA Superbike Tour registration open for all riders, crew and bonus-award sponsors, till 5 p.m.; AMA building at Daytona International Speedway.

AMA/MBNA Superbike Tour technical inspection, open till 5 p.m., at Daytona International Speedway.

Grand National Cross Country amateur/semipro races, motorcycle classes (C and Vet only); A, B and Pro classes at 1 p.m.; registration opens at 8 a.m.; Kirtan Ranch, five miles east of Okeechobee on state Route 70; Racer Productions, 304/284-0084.

Bike Week Welcome Center open till 10 p.m.; 503 Main St.; 904/255-0981.

Harley-Davidson indoor Show open till 6 p.m.; Ocean Center; 904/254-4500.

11:30 a.m.

AHRMA Great Men and Great Machines parade at Daytona International Speedway.

1 p.m.

Second annual Clayton Foundation Golf Tournament, Indigo Lakes Country Club; registration opens at 9 a.m.; 770/934-7850.

5 p.m.

Chris Carter radio show from The Boardroom, Ramada Inn Speedway (opposite Daytona International Speedway), till 7 p.m. Tune to WNDB 1150 AM.

6 p.m.

Ninth annual AMI Amateur/Youth Southeast Regional Championship dirt track races, including AHRMA Vintage National; registration for Amateur/Youth classes opens at 8 a.m.; Daytona Municipal Stadium; 800/603-RACE.

East Bay Pro-Am Half-Mile, Experts only, at East Bay Speedway, Tampa; 860/868-0181.

MARCH 4

7 a.m.
AMA/MBNA Superbike Tour registration open for all riders, crew and bonus-award sponsors, till 4 p.m.; AMA building at Daytona International Speedway.

AMA/MBNA Superbike Tour technical inspection, open till 5 p.m., at Daytona International Speedway.

Registration begins for Daytona Dirt Riders Association dual sport ride; ride starts at 9 a.m.; Tomoka Farms Road, west of Daytona International Speedway; 904/238-6055.

7:30 a.m.
Registration begins for Daytona 200 Motorcycle Club's 11th annual Alligator Road Tour, one mile west of Interstate 4 on U.S. Route 92; ride begins at 10 a.m.; 904/253-2176.

8 a.m.
Practice for all pro road racing classes at Daytona International Speedway, till 11:50 a.m.

Honda Rider's Club of America Hospitality Tent, open till 5 p.m. (all riders welcome) in front of Winston Tower at Daytona International Speedway; 310/783-3958.

Harley-Davidson Ride-In Bike Show; Wild Olive Street outside of Ocean Center, till 4 p.m.; 904/254-4500.

9 a.m.
Open house and tours at AMI campus, 3042 W. International Speedway Blvd.; 800/874-0645.

BMW demo rides, till 5 p.m., at BMW of Daytona, 118 E. Fairview Ave.; 904/257-2269.

Willi's Motorcycle World antique motorcycle museum, 566 Ballough Road; open daily till 9 p.m.; 904/253-2100.

Harley-Davidson and Buell demo rides, till 3 p.m.; northeast corner of Speedway grounds.

Excelsior-Henderson motorcycle and accessory show, Peabody Auditorium, Wild Olive and Auditorium Blvd., till 6 p.m.; 612/873-7000.

Kawasaki demo rides, aftermarket accessory show and Good Times Owners Club hospitality area at Speedway, till 5 p.m.

Yamaha demo rides at Speedway, till 5 p.m.

9:30 a.m.
Ninth annual AMI Brute Horsepower Shoot-Out, till 4 p.m., at AMI campus, 3042 W. International Speedway Blvd.; 800/874-0645.

10 a.m.
Bike Week Welcome Center open till 10 p.m.; 503 Main St.; 904/255-0981.

Harley-Davidson Indoor Show open till 6 p.m.; Ocean Center; 904/254-4500.

Eleventh annual Daytona Antique & Classic Bike Meet, till 6 p.m.; Edmunds Center, Stetson University, De Land; 352/795-8895.

1 p.m.
Practice for all pro road racing classes at Daytona International Speedway, till 4:50 p.m.

Victory Motorcycles demo rides, till 6 p.m.; registration opens 8 a.m.; outside Speedway main grandstand.

International Motorcycle Show open till 6 p.m.; outside Daytona International Speedway main grandstand.

Registration and tech inspection for the 48th annual Alligator Enduro, sponsored by the Daytona Dirt Riders; Tomoka Farms Road, west of Daytona International Speedway; 904/238-6055.

3 p.m.
Pony Express Tour For Breast Cancer Research preview conference presented by Women's Motorcyclist Foundation, at Hampton Inn, east of Daytona International Speedway; 716/768-6054.

5 p.m.
Chris Carter radio show from The Boardroom, Ramada Inn Speedway (opposite Daytona International Speedway), till 7 p.m. Tune to WND 1150 AM.

6:30 p.m.
AHRMA Awards Banquet, De Land Holiday Inn; advance ticket sales only; 715/842-9699.

MARCH 5

7 a.m.
AMA/MBNA Superbike Tour registration open for all riders, crew and bonus-award sponsors, till 4 p.m.; AMA building at Daytona International Speedway.

AMA/MBNA Superbike Tour technical inspection open till 5 p.m. at Daytona International Speedway.

8 a.m.
Practice for all pro road racing classes at Daytona International Speedway till 11:40 a.m.

Honda Rider's Club of America Hospitality Tent open till 5 p.m. (all riders welcome) in front of Winston Tower at Daytona International Speedway; 310/783-3958.

8:30 a.m.
AHRMA/Ohio Valley BSA Owners Club vintage ride, open to pre-1974 motorcycles; Stetson University gymnasium, Woodland Blvd., De Land; 407/774-6669.

9 a.m.
Start of 48th annual Alligator Enduro; Tomoka Farms Road, west of Daytona International Speedway; 904/238-6055.

BMW demo rides, till 5 p.m., at BMW of Daytona, 118 E. Fairview Ave.; 904/257-2269.

Victory Motorcycles demo rides, till 6 p.m.; registration opens 8 a.m.; outside Daytona International Speedway main grandstand.

International Motorcycle Show open till 6 p.m.; outside Daytona International Speedway main grandstand.

Open house and tours at AMI campus, 3042 W. International Speedway Blvd.; 800/874-0645.

Willi's Motorcycle World antique motorcycle museum, 566 Ballough Road; open daily till 9 p.m.; 904/253-2100.

Harley-Davidson and Buell demo rides, till 3 p.m.; northeast corner of Daytona International Speedway grounds.

Excelsior-Henderson motorcycle and accessory show, Peabody Auditorium, Wild Olive and Auditorium Blvd., till 6 p.m.; 612/873-7000.

Kawasaki demo rides, aftermarket accessory show and Good Times Owners Club hospitality area at Daytona International Speedway, till 5 p.m.

Yamaha demo rides at Daytona International Speedway, till 5 p.m.

9:30 a.m.
Ninth annual AMI Brute Horsepower Shoot-Out, till 4 p.m., at AMI campus, 3042 W. International Daytona International Speedway Blvd.; 800/874-0645.

10 a.m.
Bike Week Welcome Center open till 10 p.m.; 503 Main St.; 904/255-0981.

Harley-Davidson Indoor Show open till 6 p.m.; Ocean Center; 904/254-4500.

Eleventh annual Daytona Antique & Classic Bike Meet, till 6 p.m.; Edmunds Center, Stetson University, De Land; 352/795-8895.

American Iron Magazine Indian & Classic Rally and Show, till 3 p.m.; Klassix Auto Museum, 2909 International Speedway Blvd.; 904/252-3800.

Volusia Amateur/Youth dirt track half mile, includes AHRMA Vintage National; registration opens 8:30 a.m.; Volusia Daytona International Speedway Park, Barberville; 803/626-9455.

12:40 p.m.
Pro Thunder qualifying at Daytona International Speedway.

1:10 p.m.
750cc Supersport qualifying at Daytona International Speedway.

2:10 p.m.
250cc GP heat races at Daytona International Speedway.

2:40 p.m.
The Race for the Pole Superbike qualifying for the Daytona 200 at Daytona International Speedway.

5 p.m.
Chris Carter radio show from The Boardroom, Ramada Inn Speedway (opposite Daytona International Speedway), till 7 p.m. Tune to WND 1150 AM.

7 p.m.
Ohio Valley BSA Owners Club Dinner, open to all BSA enthusiasts, at Gator's Dockside Restaurant, De Land; 407/774-6669.

7:30 p.m.
Honda Rider's Club of America dinner with the Honda race team (HRC members only); Indigo Lakes Country Club; 310/783-3958.

MARS pavement Pro-Am half mile at Volusia Speedway Park, Barberville; 803/626-9455.

MARCH 6

7 a.m.
AMA/MBNA Superbike Tour registration open for all riders, crew and bonus-award sponsors till 4 p.m.; AMA building at Daytona International Speedway.

AMA/MBNA Superbike Tour technical inspection open till 5 p.m.

8 a.m.
Practice for all pro road racing classes till 11:20 a.m. at Daytona International Speedway.

Honda Rider's Club of America Hospitality Tent open till 5 p.m. (all riders welcome) in front of Winston Tower at Daytona International Speedway; 310/783-3958.

9 a.m.
BMW demo rides, till 5 p.m., at BMW of Daytona, 118 E. Fairview Ave.; 904/257-2269.

Victory Motorcycles demo rides, till 6 p.m.; registration opens 8 a.m.; outside Daytona International Speedway main grandstand.

International Motorcycle Show open till 6 p.m.; outside Daytona International Speedway main grandstand.

Open house and tours at AMI campus, 3042 W. International Daytona International Speedway Blvd.; 800/874-0645.

Willi's Motorcycle World antique motorcycle museum, 566 Ballough Road; open daily till 9 p.m.; 904/253-2100.

Harley-Davidson and Buell demo rides, till 3 p.m.; northeast corner of Daytona International Speedway grounds.

Excelsior-Henderson motorcycle and accessory show, Peabody Auditorium, Wild Olive and Auditorium Blvd., till 6 p.m.; 612/873-7000.

Kawasaki demo rides, aftermarket accessory show, and Good Times Owners Club hospitality area and dance at Daytona International Speedway, till 8 p.m.

Yamaha demo rides at Daytona International Speedway, till 5 p.m.

9:30 a.m.
Ninth annual AMI Brute Horsepower Shoot-Out, till 4 p.m.; AMI campus, 3042 W. International Daytona International Speedway Blvd.; 800/874-0645.

Crane Cams Open House; 530 Fentress Blvd.; plant tours, custom bike display and free refreshments; till 2:30 p.m.; 904/252-1151.

10 a.m.
Bike Week Welcome Center open till 10 p.m.; 503 Main St.; 904/255-0981.

Harley-Davidson Indoor Show open till 6 p.m.; Ocean Center; 904/254-4500.

Eleventh annual Daytona Antique & Classic Bike Meet, till 6 p.m.; Edmunds Center, Stetson University, De Land; 352/795-8895.

Old Bike Journal Magazine British and European Bike Rally, till 3 p.m.; Klassix Auto Museum, 2909 International Daytona International Speedway Blvd.; 904/252-3800.

Noon
Registration for Daytona Supercross by Honda open till 6 p.m., riders and mechanics; AMA building at Daytona International Speedway; no rider or mechanic registration on Saturday.

12:20 p.m.
600cc SuperSport qualifying at Daytona International Speedway.

1:20 p.m.
Final Superbike qualifying sessions for Daytona 200 at Daytona International Speedway.

3:40 p.m.
Professional road race finals: Teamline 750cc SuperSport (15 laps); Elf Race Fuels and Lubricants 250cc GP (18 laps).

5 p.m.
Chris Carter radio show from The Boardroom, Ramada Inn Speedway (opposite Daytona International Speedway), till 7 p.m. Tune to WND 1150 AM.

8:30 p.m.
Hot Shoe Championship Series Short Track, Municipal Stadium; (904) 947-2700.

MARCH 7

7 a.m.
Registration for Daytona Supercross by Honda guests, manufacturers, bonus-award sponsors and officials, till 10 a.m.; AMA building at Daytona International Speedway; no rider or mechanic registration.

8 a.m.
10th annual American Motorcycle Heritage Foundation Breakfast, De Land Holiday Inn; guest speaker Malcolm Smith, off-road racing champion and star of "On Any Sunday"; purchase tickets by February 26; 614/891-2425.

Honda Rider's Club of America Hospitality Tent open till 5 p.m. (all riders welcome) in front of Winston Tower at Daytona International Speedway; 310/783-3958.

Rat's Hole Custom Chopper Show, until dusk; Ocean Center parking lot; 813/327-0667.

8:30 a.m.
Supercross practice at Daytona International Speedway.

9 a.m.
AMA/MBNA Superbike Tour registration open for all riders, crew and bonus-award sponsors till 1 p.m.; AMA building at Daytona International Speedway.

BMW demo rides, till 4 p.m., at Daytona International Speedway; 904/257-2269.

Victory Motorcycles demo rides, till 6 p.m.; registration opens 8 a.m.; outside Daytona International Speedway main grandstand.

International Motorcycle Show open till 6 p.m.; outside Daytona International Speedway main grandstand.

Open house and tours at AMI campus, 3042 W. International Speedway Blvd.; 800/874-0645.

Willi's Motorcycle World antique motorcycle museum, 566 Ballough Road; open daily till 9 p.m.; 904/253-2100.

AMA Risk Management Workshop at AMI campus, 3042 W. International Speedway Blvd., 614/891-2425.

Harley-Davidson and Buell demo rides, till 3 p.m.; northeast corner of Daytona International Speedway grounds.

Excelsior-Henderson motorcycle and accessory show, Peabody Auditorium, Wild Olive and Auditorium Blvd., till 6 p.m.; 612/873-7000.

Kawasaki demo rides (till noon), aftermarket accessory show, Good Times Owners Club hospital-

ity area and autograph session with Team Kawasaki racers at Daytona International Speedway, till 6 p.m.

Yamaha demo rides at Daytona International Speedway, till 5 p.m.

10 a.m.
Bike Week Welcome Center open till 10 p.m.; 503 Main St.; 904/255-0981.

Harley-Davidson Indoor Show open till 4 p.m.; Ocean Center; 904/254-4500.

11th annual Daytona Antique & Classic Motorcycle Auction and Vintage Bike Meet opens; auction at 2 p.m.; Edmunds Center, Stetson University, De Land; 352/795-8895.

AMA workshop and demonstration of new computer software for management and scoring of amateur dirt track events at AMI campus, 3042 W. International Daytona International Speedway Blvd., 614/891-2425.

11 a.m.
Supercross qualifying heats at Daytona International Speedway.

12:50 p.m.
28th Daytona Supercross by Honda opening ceremonies, followed by 125cc and 250cc heat races; 125cc final (15 laps) at 3:45 p.m.; Daytona Supercross by Honda 250cc final (20 laps) at 4:20 p.m., at Daytona International Speedway.

5 p.m.
Chris Carter radio show from The Boardroom, Ramada Inn Speedway (opposite Daytona International Speedway), till 7 p.m. Tune to WND 1150 AM.

8:30 p.m.
Daytona Short Track, round one of the AMA Grand National Dirt Track Championship; Municipal Stadium.

MARCH 8

7:30 a.m.
Blessing of the Bikes; St. Paul's Catholic Church, U.S. Route 1; followed by a ride to Bellair Plaza for parade start; 904/255-0981.

8 a.m.
AMA/MBNA Superbike Tour registration open for crew and bonus-award sponsors till 11 a.m.; AMA building at Daytona International Speedway.

AMA/MBNA Superbike Tour technical inspection open at Daytona International Speedway.

Honda Rider's Club of America Hospitality Tent open till 5 p.m. (all riders welcome) in front of Winston Tower at Daytona International Speedway; 310/783-3958.

8:30 a.m.
Final practice for 600cc Supersport, Pro Thunder and Superbike classes, till 10 a.m., at Daytona International Speedway.

9 a.m.
International Motorcycle Show open till 1 p.m.; outside Daytona International Speedway main grandstand.

Willi's Motorcycle World antique motorcycle museum, 566 Ballough Road; open till 9 p.m.; 904/253-2100.

Kawasaki Good Times Owners Club hospitality area, featuring autograph session with Team Kawasaki racers; open till 1 p.m.; no demo rides.

10 a.m.
Bike Week Welcome Center open till 10 p.m.; 503 Main St.; 904/255-0981.

Harley-Davidson Parade to Daytona International Speedway; leaves Bellair Plaza, south A1A; 904/255-0981.

Harley Heaven opens at Daytona International Speedway, turn 3 grandstands; 904/254-2700.

11 a.m.
Pro Honda Oils 600cc SuperSport Final (18 laps) at Daytona International Speedway.

Noon
Progressive Insurance Pro Thunder Final (11 laps) at Daytona International Speedway.

1:30 p.m.
57th Daytona 200 by Arai (57 laps) at Daytona International Speedway.

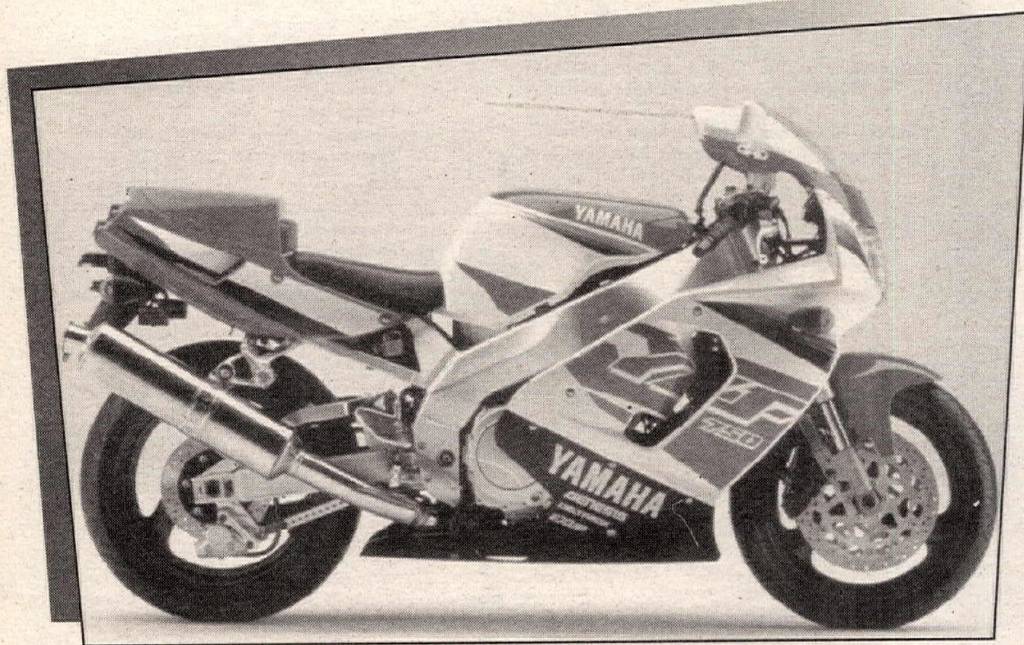
3 p.m.
Registration and tech inspection for Oklawaha Enduro, Lake Delancy, Florida, till 6 p.m.; 904/328-3481.

5 p.m.
Chris Carter radio show from The Boardroom, Ramada Inn Speedway (opposite Daytona International Speedway), till 7 p.m. Tune to WND 1150 AM.

MARCH 9

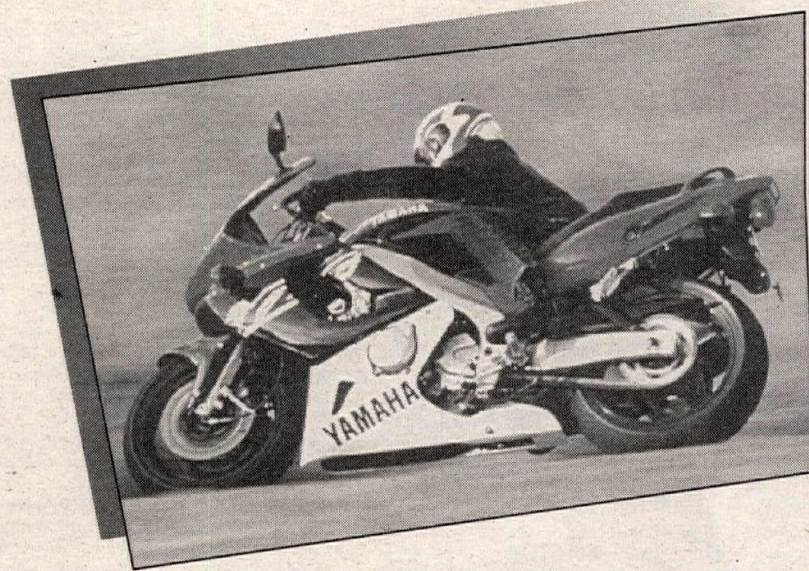
9 a.m.
Oklawaha Enduro, Lake Delancy, Florida (Registration and tech inspection from 7-8:30 a.m.); 904/328-9747.

See all the 1998 Yamaha Sportbikes



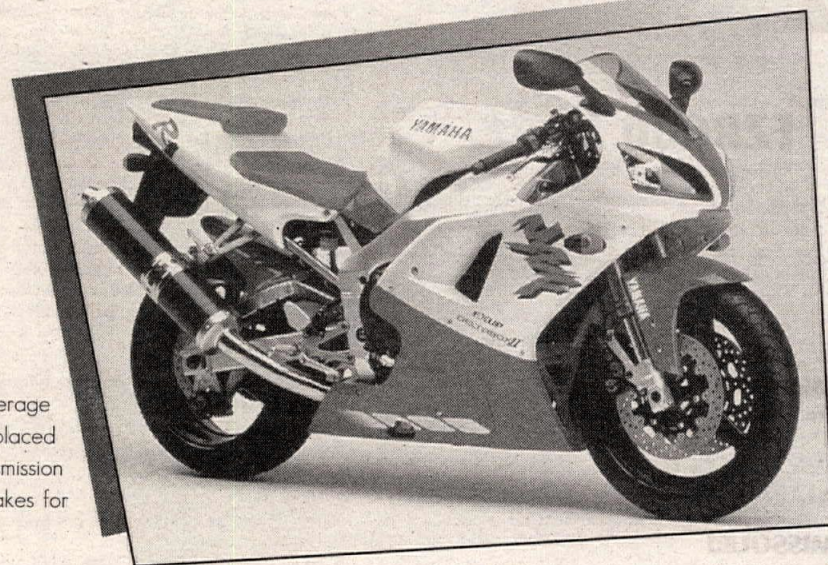
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Corona Yamaha
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Corona, CA 91720
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Yamaha Powerhouse

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(800) 383-6614

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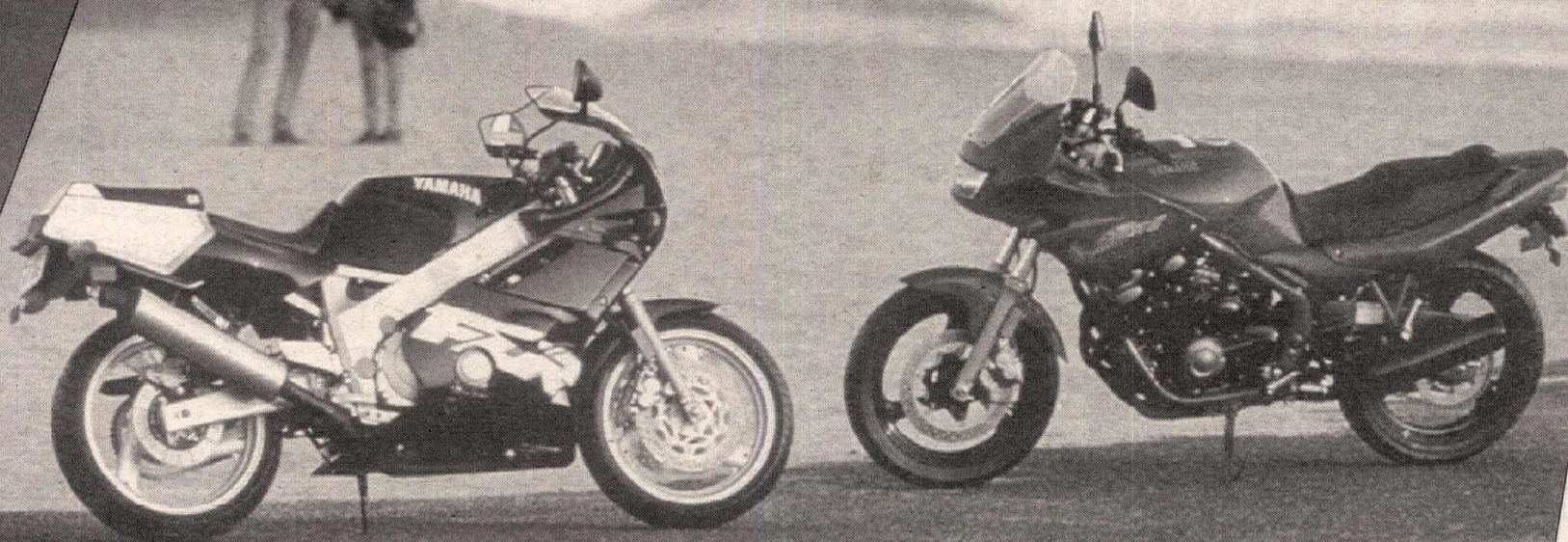
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FAX (402) 556-1796

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(937) 294-1577

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Lampkin still king

By John Dickinson

BARCELONA, SPAIN, FEB. 7

The Barcelona Indoor Trial was quite probably the best-attended indoor trial ever - and that includes the famous Trialmaster de Bercy in Paris. More than 14,500 spectators crammed into the superb St. Jordi Stadium, which was built for the 1992 Olympics.

And doing justice to such a huge crowd was an equally huge event, with the 14 sections making a total contrast with the five in Toulouse three days earlier. But, with 10 sections being in use in the qualifiers, just six riders would tackle the mighty course and three unlucky riders would lose out on a ride in the final.

The majority of the sections were old Spanish favorites of the short, sharp, instant-hit, 6-foot-step variety that result in a clean or a five. But spicing them up were several longer, more technical structures.

Graham Jarvis was first into the arena for the 10-section qualifying run. Running as a last-minute stand-in, Jarvis failed to qualify on his underpowered, borrowed bike. David Cobos was next in the show and the young Spaniard dropped too many fives in the sections to stand a fighting chance of qualifying. Fellow Spaniard and Gas Gas rider Amos Bilbao followed Cobos into the arena and really gave it his best shot but missed the cut after losing out in an exciting race with Cobos after both dropped 24 marks in the qualifier.

Steve Colley was next, and the Isle of Man ace was pumped after his victory in Toulouse a few days earlier. Colley fived the opening section - as did everyone in the end - but recovered well to post a score of 18, putting him right into the final.

Marc Colomer followed and disappointingly didn't even pop a wheelie for the fans, a stark contrast to the previous riders who really got the crowd behind them with wheelies, stoppies and doughnuts.

As the season passed its halfway point, reigning World Champion Doug Lampkin continues to carry his points lead and has thus far won every round but one.

In front of his home crowd, Colomer's start was nothing short of a disaster as he fived four of the first five sections - one more of those and he would have been out. This would have been a bigger upset than Lampkin's not qualifying for Toulouse.

But Colomer pulled himself together and only parted with three more marks over the last five sections. He was in the final - but with only one mark to spare.

Enter Lampkin - cool as could be. A compulsory five on the first section was shrugged off, but another maximum on the fourth sub really shook Lampkin into action as he cleaned the Coke cans before storming the final five sections for a loss of just two marks. His total of 14 put him on pole for the final, where riders complete all the 14 sections in reverse order of qualifying.

Both Colley and Colomer fived the opening sub, but to a tremendous cheer Lampkin blasted the Beta through clean. Colomer and Colley then failed on the second short, sharp hazard, and as Lampkin then fought to stay perfect on the hazard, his father, Martin, was shouting: "Come on, do it. Clean this and it's all over!" Lampkin did clean it and his dad was right - it was effectively all over.

No matter what Colomer and Colley did from that point on, they were always playing catch-up. Lampkin's only hiccup was on the dumpsters, which he fived and which Colomer managed to fight through for a three after twice bouncing back off the hazard, feet up, as the Montesa lost traction.

Lampkin even beat Colomer in the races, a rare occurrence. Fearful of jumping the start, Lampkin often loses races even before they begin, but he made no mistakes in Barcelona.

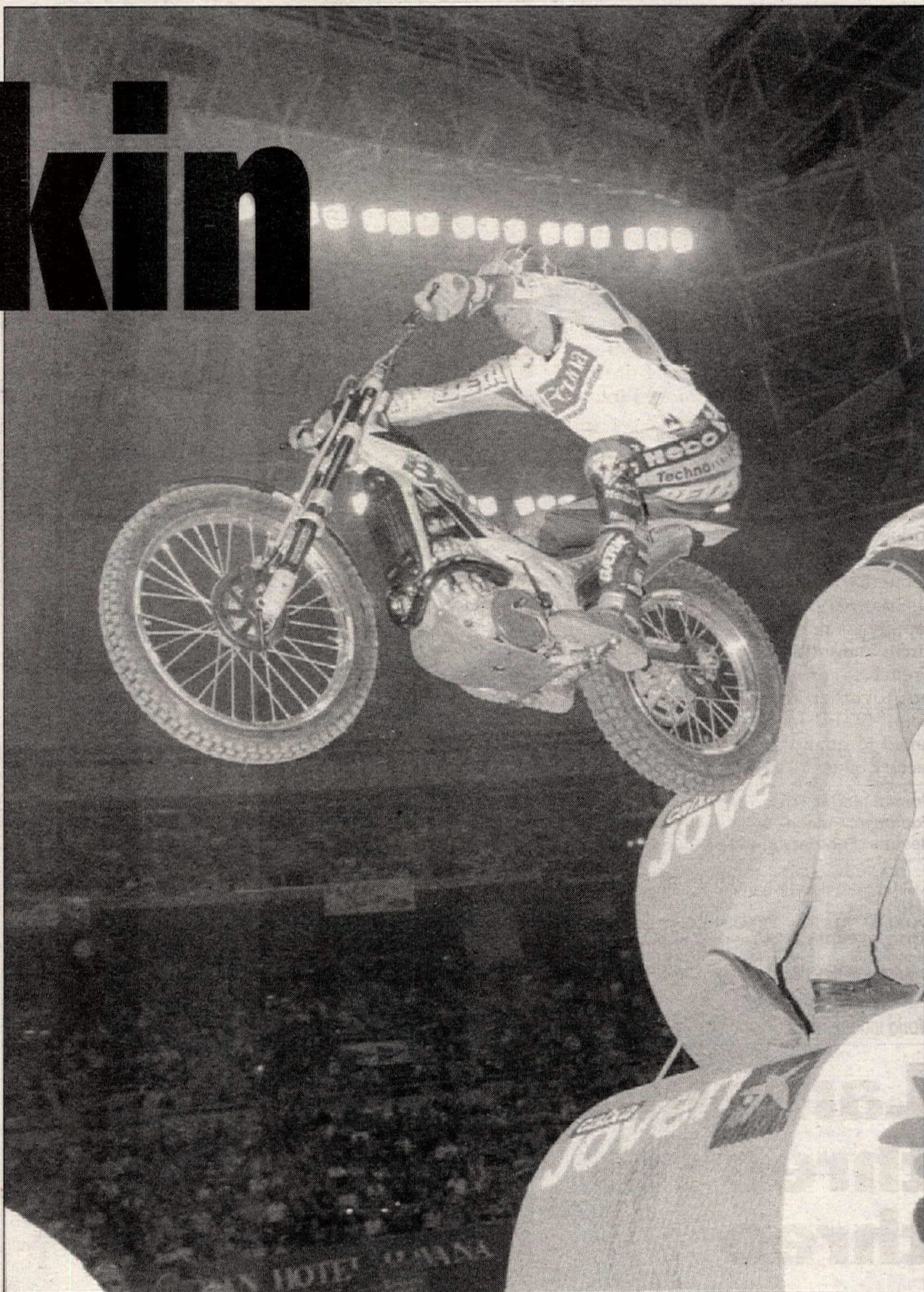
"I wanted that badly after Toulouse - no way I wasn't going to win tonight," Lampkin said after congratulating Colley on his third-place finish.

As for Colley, he was happy with his performance despite being beaten by Colomer for second.

"There was no touching Doug tonight, but while I'm disappointed not to beat Marc, at least I'm well clear in third place in the championship now," Colley said. "I haven't ridden well indoors this season yet and I could surprise them in the last couple of rounds."

**St. Jordi Stadium
Barcelona, Spain
Results: February 7, 1998 (Round 5 of 7)**

O/A: 1. Doug Lampkin (Bet) 10; 2. Marc Colomer (Mon) 24; 3. Steve Colley (G-G) 28.



**WORLD INDOOR TRIALS CHAMPIONSHIP
POINT STANDINGS (After 5 of 7 rounds):** 1. Doug Lampkin (91/4 wins); 2. Marc Colomer (91); 3. Steve Colley (74/1); 4. David Cobos (57); 5. Amos Bilbao (56); 6. Graham Jarvis (34).

Upcoming Rounds:
Round 6 - Vienna, Austria, February 20
Round 7 - Madrid, Spain, March 7

World Indoor Trials Championship, Round 4

Colley collars one

By John Dickinson

TOULOUSE, FRANCE, FEB. 5

It was a surprise result for the fourth round of the World Championship Indoor Trials Series when British rider Steve Colley rose to the occasion and took his first win of the year as championship leader Doug Lampkin slumped to fifth on the night after failing to reach the final. Colley's win was good news for Lampkin, though, as it

stole precious points away from rival Marc Colomer, who was third.

The all-or-nothing nature of the French event was a result of there being only five sections - one five and that was it, which is exactly what happened to Lampkin.

Colley was jubilant after his win in France, where he always seems to do well.

"I know there weren't many sections, but sometimes indoors are like that," said Colley. "Doug didn't do anything wrong, he was just unlucky on the night. I'm happy, as I've moved into a clear third in the championship."

Despite Colomer not taking the win, the Spaniard's third place through the tough-but-pretty metal sections still reduced Lampkin's championship lead to just nine points. "I messed up on a section here, but you can't do anything about that," Lampkin said.

Spanish teenager David Cobos is rapidly coming to grips with the Indoor circus and rode to a great third ahead of French favorite Bruno Camozzi, who put together an excellent ride in the final. Stand-in rider Graham Jarvis failed to qualify on his borrowed non-factory bike.

French Indoor Trial Toulouse, France Results: February 5, 1998 (Round 4 of 7)

O/A: 1. Steve Colley (G-G) 10; 2. Marc Colomer (Mon) 12; 3. David Cobos (G-G) 12; 4. Bruno Camozzi (G-G) 13.
WORLD INDOOR TRIALS CHAMPIONSHIP POINT STANDINGS (After 4 of 7 rounds): 1. Doug Lampkin (71/3 wins); 2. Marc Colomer (68); 3. Steve Colley (59/1); 4. David Cobos (46); 5. Amos Bilbao (43).

World Indoor Trials Championship, Round 3

Lampkin three for three

By John Dickinson

HELSINKI, FINLAND, JAN. 31

Reigning World indoor and outdoor trials champion Doug Lampkin continued his 100-percent win record in the '98 series with a narrow, one-point win over archrival Marc Colomer.

Lampkin, like Colomer, had a special factory bike flown to Finland before the event, and he got straight on the pace in the trial to easily win the qualifying heat. It was an accurate reflection of the season thus far as Lampkin lead Colomer home and Steve Colley was third.

In the final, Lampkin's only real blunder came in the high-jump, which he failed to clear. But he, along with Colomer, cleared the large stack of wooden beams, and the dynamic duo also mastered the intimidating concrete pipes. In the end they were separated by a single point, Lampkin's eight vs. Colomer's nine.

Finnish Indoor Trial Helsinki, Finland Results: January 31, 1998 (Round 3 of 7)

O/A: 1. Doug Lampkin (Bet) 8; 2. Marc Colomer (Mon) 9; 3. Steve Colley (G-G) 11; 4. Amos Bilbao (G-G) 21.
WORLD INDOOR TRIALS CHAMPIONSHIP POINT STANDINGS (After 3 of 7 rounds): 1. Doug Lampkin (60/3 wins); 2. Marc Colomer (51); 3. Steve Colley (39); 4. Amos Bilbao (35); 5. David Cobos (31).

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- March 28** Los Angeles Memorial Coliseum
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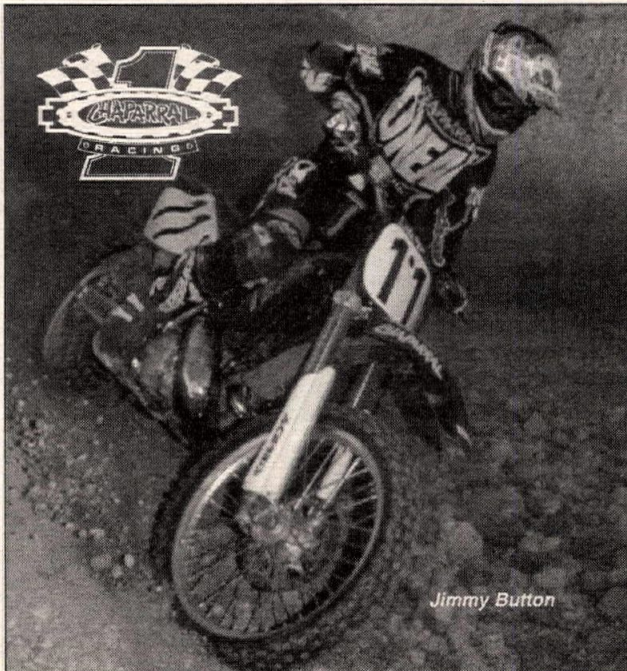
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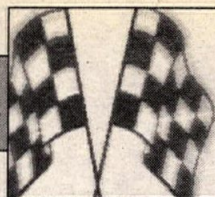
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EVENTS

EDITED BY CAMERON COATNEY

District 37 Desert Racing Series, Rounds 4 & 5



Ondas cards Moose win



By Matt Freeman

RED MOUNTAIN, CA, FEB. 7-8

Dave Ondas could not have had a better weekend than he did at the 4 Aces MC's 50th annual Moose Run. In Saturday's European Scrambles event, the Team Green KX500 pilot got the holeshot in the Open/250/200cc Expert/Amateur race and never looked back. Ondas continued his winning ways by battling to the overall win in Sunday's Hare Scrambles race.

Unique to all other events on the AMA/District 37 calendar, the 4 Aces MC laid out three separate courses for a weekend full of racing. The schedule for Saturday consisted of two European Scrambles courses, each 9 miles in length. Most competitors completed at least four loops on their designated courses. On Sunday, the race took place on a traditional 37-mile Hare Scrambles loop.

At the start of the Expert/Amateur Senior race on Saturday, Kawasaki-mounted Rex Staten rocketed his DG/Answer-backed KX500 to the lead. And a high-speed sand wash at the beginning of Course A was all Staten needed to keep his lead. The rider closest to Staten at the finish was KX250-mounted Charlie Barney, who never got close enough to Staten to make a bid for the lead. YZ250 rider Kevin Hasten suffered a bad start and worked his way up through the moist, dust-free course to finish third overall. Magnum-class rider Nate Scaquia showed up on a camouflage-painted YZ250 and passed Bill Maxim's KX500 for the class win on the last lap.

"You can't ask for any better conditions," said Staten about his runaway win. "It's so wet and there's no dust, so it allows you to go as fast as you want."

Meanwhile, on Course B, the KX80s of Kurt Caselli and Jonathan Davies were flat out dominating the combined Novice/Beginner Senior and Expert/Amateur Women/Mini race. Caselli took the win, followed by Davies. A

two-minute gap followed the first two riders before the RM80 of Craig Gulleddge crossed the finish line.

The Expert/Amateur Vet race was a runaway until race leader Eric Hallgath pulled off the course to make some changes to his M/XC200.

"I'm racing the next race and that's more important to me," Hallgath said. "I need to make a few adjustments so I'll have a better chance against the big guys."

With Hallgath back at his truck turning wrenches, John Spaeth and his KX250 took the overall win just ahead of the 250s of Jon Parks and Rick Lundin. Dale Morse finished in fourth overall to take the Open Vet-class win.

Ondas' win in the Expert/Amateur Open/250/200cc race was very similar to Staten's Senior-race win. Ondas got the holeshot and was followed closely by Hallgath for one lap until he pulled away for a comfortable lead. Hallgath stayed in second despite being chased by KX500 pilot Jeff Capt. Hallgath's finish netted him a class win. A fourth-overall finish by YZ250-mounted Sean Bradley was also good enough to take the 250cc honors. Casey Longman and his American Honda-backed XR600 placed first Four-Stroke in fifth overall.

Rain poured through the already-moist valley on Saturday night, which made for an interesting start for Sunday's Hare Scrambles bomb run. Many riders were already spattered with dirt seconds after the banner dropped. Capt was the cleanest of the approximately 250 racers as he reached the end of the bomb run in first place.

"I was first at the end of the bomb and I led for five or six miles," Capt said. "Then Ondas got by me and I followed him for about 10 miles."

Ondas' blast into the lead left the KX500 of Abe Baumann in third, followed by Hallgath.

"It's kind of crazy conditions, because when it's like this, it's handlebar to handlebar and you just get roosted royally at the start," said Baumann

about being in third place. "I wish I had a thicker jersey on just to protect from the roost."

Thirty miles into the loop, the course dropped down into a fast sand-wash valley that led to the pits. Ondas gave up the lead to Capt in the sand wash just before stopping for gas.

"Capt passed me coming into the pits in the sand wash," Ondas said, "and then we diced the first 10 miles of the second loop."

Baumann came through the pits in third, followed by Team Green KX250 rider Steve Hengeveld, Hallgath and new Kawasaki support rider Doug Chiapuzio.

Not everyone was having a great day. The KX500 of Tommy Roberts came to a halt due to mechanical problems, and 250cc hopeful Joey Lanza called it a day after suffering a flat rear tire. ATK 605-mounted Tom Finch was seen hobbling through a sand wash with clutch problems, and 125cc Expert Dean Walker lost his silencer somewhere out on the second loop, but he toughed it out and nursed his YZ through the second loop.

Ondas was finally able to shake Capt from his tale, but the real race was for third overall. Hallgath was on the move after the gas stop.

"On the second lap, I was going out and it was just real tight, and I passed Hengeveld and Abe Baumann and move into third," said Hallgath, who spent most of the second loop in third. "Then, coming into the finish, the last three miles (a sand wash), Baumann, Hengeveld and Chiapuzio all got by me."

Ondas cruised into the finish with time to spare over Capt. Baumann waxed the Vet class, finishing third overall, and Hengeveld beat out Chiapuzio by mere seconds for the 250cc honors. Hallgath crossed the finish line first in class, sixth overall.

Staten once again topped the Seniors with a seventh-place finish, followed closely by Senior 250cc winner Barney.

(Above left) Dave Ondas took a couple of wins at the 50th running of the 4 Aces MC's Moose Run Hare Scrambles at Red Mountain, California.

(Above) Abe Baumann took third overall, first Vet rider in Sunday's race.

Perhaps the most excited rider at the finish was Four-Stroke-class winner Longman, who had been feeling under the weather at the start of the race.

"I've been feeling totally crappy and I was thinking about just cruising, and I got going and I thought, 'Man, this is a bitchin' course,' so I just started going for it," Longman said. "I passed a bunch of people and just had a lot of fun." **CN**

4 Aces MC Moose Run Red Mountain, California Results: February 7-8, 1998

Saturday

S/SR: 1. Ray Banfield (Yam).

SR OPEN EX: 1. Rex Staten (Kaw); 2. Rudy Abele (Kaw); 3. Mike Martin (Kaw).

SR 250 EX: 1. Charlie Barney (Kaw); 2. Kevin Hasten (Yam).

MAG EX: 1. Nate Scaquia (Yam); 2. Bill Maxim (Kaw).

VET OPEN NOV: 1. Thomas Gibson (Hon); 2. Rocky Warbrick (Hon); 3. Sam Gretter (Kaw).

VET OPEN EX: 1. Dale Morse

VET 250 NOV: 1. Dave Larson (Kaw).

VET 250 EX: 1. John Spaeth (Kaw); 2. Jon Parks (Hon); 3. Rick Lundin (Yam); 4. Justin Lundin (Yam).

WMN EX: 1. Kassie Gray (Kaw).

80 EX: 1. Kurt Caselli (Kaw); 2. Jonathan Davies (Kaw); Craig Gulleddge (Suz).

125 NOV: 1. Adam Rife.

125 EX: 1. Eric Hallgath (KTM); 2. Dean Walker (Yam); 3. Morgan Crawford (Kaw); 4. Matt Freeman (Yam).

250 NOV: 1. Brian Waldbaum (Hon); 2. Shane Clark (Hon).

250 EX: 1. Sean Bradley (Yam); Matt Burroughs (Kaw).

OPEN EX: 1. Dave Ondas (Kaw); 2. Jeff Capt (Kaw); 3. Casey Patterson (Kaw).

4-STRK NOV: 1. Tony DeCoba (Hon); 2. Zack Dodson (Kaw).

4-STRK EX: 1. Casey Longman (Hon); 2. Brad Cameron (Hon).

Sunday

O/A: 1. Dave Ondas (Kaw); 2. Jeff Capt (Kaw); 3. Abe Baumann (Kaw); 4. Steve Hengeveld (Kaw); 5. Doug Chiapuzio (Kaw); 6. Eric Hallgath (KTM); 7. Rex Staten (Kaw); 8. Charlie Barney (Kaw); 9. Jon Parks (Hon); 10. Rick Lundin (Yam).

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27th ANNUAL

World Mini Grand Prix

THE 1998 TOP MOTOCROSS EVENT

By Potter H. Clark

The 27th Annual World Mini Grand Prix will be presented in Las Vegas, Nevada April 15 through April 19, 1998 on a all brand new track layout. The track is located on the north end of Las Vegas and offers 100% viewing from the pits and convenient access to all the great entertainment centers and casinos the city has to offer.

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Over \$80,000 is being offered by the seven major motorcycle factories for the various classes. KTM, COBRA and ACTION are joining the award program with US Savings Bond awards for the Pee Wee classes. KTM will award a total of \$9,250 in bonds to the littlest racers as educational awards for those finishing in the top five of each class riding the KTM50 and the all new KTM60 Jr. Cycle. ACTION is awarding \$8,250 and COBRA has a \$1,000 up for each of the 5 classes. In addition, over 25 of the top aftermarket companies will be at the World Mini Grand Prix with displays, awarding products and supporting NMA's racing activities.

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In addition to the motorcycle classes, both stock and modified for all levels of ability, there are classes for the 60cc and 80cc classes offered based on age groups.

Gates will open at 8:00AM on Wednesday April 15 allowing the sea of motorhomes, vans, trucks and displays into the park. Post entries will be taken between 9:00AM and 4:00PM Wednesday for those who have not mailed in their entries.

Practice for all classes will begin at 7:00AM on Thursday and run through conclusion. Racing will begin Thursday afternoon after all classes have practiced. Racing will continue Friday at 7:00AM and every day through Sunday with the championship motos scheduled for Sunday, followed by the awards presentation. The Friday and Saturday activities will conclude in time to allow everyone to enjoy the exciting Las Vegas night life.

With the all new track facility and the outstanding contingencies, prizes and awards, this year's World Mini Grand Prix promises to be the premier event of 1998. No advance events or practice is scheduled for the all new track which will make it equal to all.

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50 Super PW Mod. 6-9	125 Stk. Inter.
60 Jr. Cycle Stk. 6-8	125 Mod. Inter.
60 Jr. Cycle Mod. 6-8	125 Stk. Pro
60 Jr. Cycle Stk. 9-11	125 Mod. Pro
60 Jr. Cycle Mod. 9-11	250 Stk. Novice
80 Stk. Thru 11	250 Mod. Novice
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NGK SPARK PLUGS

APPLIED RACING

ZLT HHR HONDA OF HOUSTON RACING

EM SPORTS PROTECTION

FEATHERLITE TRAILERS

DIRT SQUIRT

COBRA MOTORCYCLES

DIRT SHIRTS

TRANSPORT GRAPHICS

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PHOTOGRAPHY by Jeff Cox

RACE TECH

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BELL HELMETS

Desert HONDA, SUZUKI

FMF SO. CALIF.

Renthal

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BRIDGESTONE

VP Racing Fuels

NIX

THE STRIP

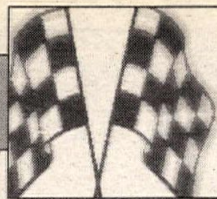
DOWNTOWN

CRAIG RD.

MX PARK

Las Vegas Blvd.

I-15



Hines plows Snow Run Enduro

By Paul Clipper/Trail Rider magazine
Photos by Jay Chittenden/Fast Line
Photos

WEST STAFFORD, CT, FEB. 8

New England native Kevin Hines jumped out in front of the competition at the annual NETRA Snow Run Enduro, hardly missing a beat on the way to the overall win. Hines was competing on his new Yamaha YZ400F and he and the big four-stroke boomed to a five-point score, fully four points better than his closest competition. Husky rider "Crazy" Sam Fischer did an admirable job of keeping Hines honest but still couldn't get closer than a point from him in the toughest sections. Fischer finished with nine points to his credit, and A Light-class rider James Kelly finished third overall, tying Fischer's score.

Conditions for this year's Snow Run seemed tentative at first, with a fair amount of bare ground showing and temperatures during the preceding week hovering well above freezing. In New England, this kind of weather forces the question, "Car studs or spike tires?" The field was split almost 50/50 when it came to tire choice. However, once the mercury dipped low on Saturday night, and once we got back into the woods a bit, plenty of thick, white ice on the trails made the spike riders happy, while the car-stud people were basically hating life. Warmer temperatures after noon on Sunday made the sunniest spots in the woods a little slimy but, with a key time finish of roughly 1:15 p.m., mud was not much of a problem for anyone.

The temperature was just below freezing when the first line went off at 9:01, with about 125 riders braving the icy woods. The ride started with just enough road to warm your bike up, and then it was into the woods right away for a spirited and very short section that managed to catch most everyone napping and a point late. Roughly a dozen people zeroed that first check, with top riders Hines and Rick Claxton coming through clean. The first real section followed, with all the A riders dropping two or more points, and significantly more points lost in the B and C classes. The surprise for most riders came at the third check, where, expecting a check-out, most weren't prepared for more tight trails back to back. But that's what it was. And it gave Hines the opportunity to show off what made him a past AMA National Champion. Hines was the only rider to zero the third check, coming in 58 seconds into his minute and just making the flip. Fischer, who had dropped a point at the first check and two at the second, came closest in the AA ranks, carding a 1:50. Kelly, in the A Light class, blazed in with a 1:15.

Following this first points-taking section was a series of four checks, easily

zeroed by the best and costing a point or two here and there by the rest of the A's and B's. Hines kept his score card clean throughout and stayed on his toes well enough to clock into the check-in to the next section with a zero. The only other rider to zero this check was Larry Pugarb, a veteran A Light rider, who was definitely on the gas coming into the section.



What followed was a long section between checks eight and nine, almost 10 miles of fast ice trails studded here and there with bare ground and rocks. The footing was tricky, but not tricky enough to slow Hines down, and he checked out at nine with a 3:35. As fast as that was, it wasn't the fastest time through the section. Hines' main E-Line employee, Raffi Peterson, who collected enough High Point B awards last year to move into the A class, beat his boss by a full 10 seconds, carding a 3:25 over the longest section of the course. Had Peterson started out faster in the morning, he could have caused Hines real trouble; as it was, he finished second A Light with a 12. Kelly, also in A Light, came close to the two with a 3:40, while everyone else dropped four or more.

Three timekeeping checks finished up the day, with Hines checking out with a total of five. Second-best scores were the nines carded by Sam Fischer and James Kelly, with Kelly taking the High Point A award. Kevin Howley was the lone rider to finish up with a 10-point card, which bought him fourth overall and second in the AA class. A handful of 11s followed, posted by Jason Cayer (who finished third AA), Claxton (fourth AA), and Matt Bingham (who won the A Light class).

The points went up from there, with KTM rider Pete Tanner winning the A Bantam class with a 12, Honda-mounted



(Above) Kevin Hines won the opening round of the 1998 NETRA Enduro Series in Connecticut.

(Left) James Kelly took High Point A honors.

NETRA Snow Run Enduro West Stafford, Connecticut Results: February 8, 1998

O/A CHAMP: Kevin Hines (Yam).

H/P A: James Kelly (Hus).

H/P B: John Cardozo (KTM).

H/P C: Tom Canesi.

AA: 1. Sam Fisher (Hus); 2. Kevin Howley (KTM); 3. Jason Cayer (KTM); 4. Rick Claxton (Hon); 5. Jerry Madore (Yam).

A H/W: 1. David Carlson (Hon); 2. Jim Mitchell (Hon); 3. Paul Piva; 4. Bill Sironen (KTM).

A F/S: 1. Rich Seymour (Hon).

A L/W: 1. Matt Bingham (Suz); 2. Raffi Peterson (CRE); 3. Larry Pugarb (KTM); 4. Jim Cooney (Suz); 5. Louis Colom (Suz).

A BNTM: 1. Pete Tanner (KTM); 2. Mike Haas (Hon); 3. Neil Dennett (KTM); 4. Brian Barnes (Yam); 5. Dan Cowan (Kaw).

A VET: 1. Fred Goldberg (Hon); 2. Geoff Wurlitzer (Hon); 3. Steve DeGray (Kaw); 4. Dave Kelly (KTM); 5. Mark Mahan (KTM).

A SR: 1. Roger Rodrigue (KTM); 2. Fred Burnham (KTM); 3. Dave Ellingwood (KTM); 4. Bill Johnson (Hon); 5. Jim Stoddard (KTM).

B L/W: 1. Anthony Reo (KTM); 2. Bob Stadler (Kaw); 3. Eric DeGray (Kaw); 4. Al Ross (KTM); 5. Pete Gravelle (CRE).

B BNTM: 1. Mike Peristere (Yam); 2. Dave Harris (KTM); 3. Mark Bouvier (KTM); 4. Joe McLaughlin (Kaw); 5. Mark Beauregard (KTM).

B H/W: 1. Steve Sheppard; 2. Mike Stone (Hon); 3. James Copeland (KTM); 4. Pete Vanryswood (KTM); 5. Dan Hayes (KTM).

B VET: 1. Bob Edwards (Kaw); 2. Bruce Rocha (Suz); 3. Dave Dugas (Kaw); 4. Chris Tooker (Yam); 5. Jim Silva (KTM).

B 4-STRK: 1. Layne Dutlinger (Kaw); 2. Ken Semerjian (Hus); 3. Austin Jalbert; 4. Tom Smith (Hon).

B SR: 1. Pat Guiney (KTM); 2. Ken Davis (Hon); 3. Paul Clipper (KTM); 4. Bob Foster (Hon); 5. Bob Kamay (Kaw).

S/SR: 1. Gordon Razee (Hon); 2. Tom Farley (CRE); 3. Keith Goodell (CRE); 4. Tom Ebersole (CRE); 5. Tom Simeon (Kaw).

WMN: 1. Karen Whittier (Kaw); 2. Dawn Silvia (Kaw); 3. Paula Stewart (KTM).

C H/W: 1. Doug Simone (KTM); 2. Erik Jarvas (KTM); 3. Pete Dabrowski (KTM).

C BNTM: 1. Ted Bowyer (Kaw); 2. Rich DesRosiers (KTM); 3. Heidi Landon (Kaw); 4. Frank Frey (Kaw).

C VET: 1. Ed Mierzejewski (Hus); 2. James Simmons (KTM); 3. Robert Stuart (Yam).

C 4-STRK: 1. Layne Derby (Hon); 2. Dave Oram; 3. Jim Green (Kaw).

C L/W: 1. Kyle Losek (Suz); 2. Larry Rotta (Kaw).

C SR: 1. Doug Morrison (KTM); 2. Charles Kennedy (Suz); 3. Francis Kaess (Hus); 4. Jeff Fluckiger (Hon); 5. Frank Bauer (KTM).

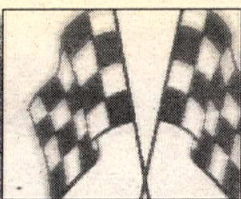
Rich Seymour taking home the A Four-Stroke-class win with 13 points, and David Carlson taking top honors in the A Heavy class with a 14-point card. Fifteen points took the A Veteran and A Senior classes, with Fred Goldberg and Roger Rodrigue taking the wins, respectively.

KTM rider John Cardozo won the High Point B award with a 17. He was followed up by Pat Guiney, also on a KTM, who is new to the B Senior class this year. Guiney stepped up the already-intense competition in the B Senior class by finishing second overall B and class winner with a 19-point loss.

And lest you think that competitiveness stops following the B class, look at the results in the Super Senior division for an eye-opener, where Gordon Razee and Tom Farley continued their annual battle. Razee won the class with a 20-point card, beating all but two of the B-class riders, and Farley was not far behind with a 22. The Women's class showed the same intensity, with 1996 class champion Karen Whittier doing battle with Dawn Silvia, who last year contested the hare scrambles series and now plans to pursue enduros for a change.

Whittier proved she still has that championship charge by winning the class with a 57, with Silvia scoring a 62 for second.

CN



Willoh whales

By Tony Alessi

SAN BERNARDINO, CA, FEB. 15

Jeff Willoh and his Stiffie-backed Suzuki posted the overall victory in the 125cc Pro class at round four of the Glen Helen Cycle Park-hosted CMC Golden State National. Willoh outrode Kawasaki rider Keith Johnson and fellow Suzuki rider Tyler Evans to the finish line in both motos, but Evans did find success in the 250cc Pro class, winning his battle over Espen Blikstad.

Not only was the racing on the riders' minds, but so was the wet weather. Things were rather damp after rain fell for eight consecutive hours in Southern California the day before the event, but for CMC officials, it was business as usual.

"We have only canceled four races in 22 years; we're not about to let a little rain stop us today," said CMC's Stu Peters.

Out on the track, New Mexico's Keith Johnson led most of the first 125cc Pro race aboard his AXO/Pro Circuit/Bobby "J"-backed Yamaha, but, as fate would have it, he would lose the lead to Willoh in the last 100 yards of the race.

"I think his bike started to cut out," Willoh said, "so I squared off the turn and kind of jumped by him."

Willoh finished first, while Johnson gathered up second place, ahead of Team Green's Billy Payne, Evans and Espen Blikstad.

The second moto saw Evans and Willoh scrap in what was nothing short of a barroom brawl. Willoh let it hang out on the final lap of the race and made the pass of the day when he flew up the top straightaway with the throttle pinned and his feet flying in the air to slip by Evans before the turn.

England's James Dobb - running third - looked like he, too, was getting his share of the pressure by Jimmy Varis, on his FMF/Answer-backed Suzuki.

"I started to figure out that I just needed to settle down," Varis said. "Then I can concentrate on racing. I know my speed is right up there with the best guys."

Varis eventually found the fast line around Dobb, dropping the Englishman to fourth, while Johnson cruised behind in fifth.

Willoh went on for a well-earned victory, while Evans and Varis helped make it a Suzuki sweep of the top three finishing positions.

Evans returned later in the day to sweep both motos in the 250cc Pro class, where he topped Blikstad and Willoh in a race that saw Billy Payne crash and injure his arm.

"He broke his arm," Bill Payne Sr. said. "He and Scott Brown collided out there and Billy looks to have gotten the worst of it."

Team Suzuki's mini pilot Kyle Partridge had a weekend he certainly won't ever forget.

"Our house burned down this week," he said.

Kyle's father, Gus, added, "Kyle went inside our burning garage, and he could only think about saving his minis."



Partridge suffered some minor burns but still managed to show up and win both 80cc (7-11) motos.

It was another banner weekend for Shane Bess, who topped both the 80cc (12-13) and Supermini divisions on his FMF/Scott-backed Suzukis. Bess topped Team Green's Dylan Lord and Arizona's Michael Bloise in the 12-13 division and Jonathan Shimp and Billy Laninovich in the Supermini.

Canadian Candace English put an end to Jennifer Caputo's stranglehold on the Women's class by posting a double moto victory on her Baydan Milne Bro's-backed Kawasaki. Caputo, who is a professional stunt woman, was slightly off the mark today.

"I had to work almost all night," she said. "When work comes in, you have to take it. Unfortunately, I was up most all night."

Dawn Rogers took third on her Answer/Noleen-backed Yamaha and was followed across the finish line by Melissa Billingsly and Shay Garcia.

Kenny Zahrt posted the overall victory in the Over 40 Master division. Zahrt didn't have it easy, however, as Parry Klassen kept him honest right up to the end. Jeff Harriott posted a solid fourth overall, while Bob Shimp and Randy Wysocki rounded out the top six.

Glen Helen Raceway San Bernardino, California February 14, 1998

50 (4-6): 1. Donnie Kearney (KTM); 2. Alan Jiron (Cob); 3. Dustin Pipes (KTM); 4. Matthew Dormick (KTM); 5. James Merrill (Cob).

50 (7-8): 1. Cole Seely (KTM); 2. Mike Meade (Cob); 3. William Ballesterio (KTM); 4. Tanner Langham (KTM); 5. Chad Gores (Lem).

60 (0-8): 1. Jeff Alessi (Kaw); 2. Mark Proscelle (Kaw); 3. Jonathan Arana (Kaw); 4. Chad Gores (Kaw); 5. Cole Seely (Kaw).

60 (9-11): 1. Mike Alessi (Kaw); 2. Paul Pearcy (Kaw); 3. Robert Memoli (Kaw); 4. Ryan Brown (Kaw); 5. Ryan Roybal (Kaw).

80 BEG: 1. Jeremy Malott (Kaw); 2. Chase Meineke (Yam); 3. Spencer Meineke (Yam); 4. Robert Memoli (Hon); 5. Brian Melsheimer (Yam).

80 (7-11): 1. Kyle Partridge (Suz); 2. Scott Simon (Suz); 3. Charlie Morrison (Yam); 4. Mike Alessi (Kaw); 5. Chris Bloise (Suz).

(Above) Winner Jeff Willoh (39) gets the jump on the 125cc Pro class at the CMC Golden State National at Glen Helen. James Dobb (8) and Keith Johnson (68) give chase.
(Right) Tyler Evans looks back en route to the 250cc Pro-class win.



80 (12-13): 1. Shane Bess (Suz); 2. Dylan Lord (Kaw); 3. Michael Bloise (Yam); 4. Kyle Mace; 5. Sean Collier (Kaw).

80 (14-16): 1. Ross Garcia (Yam); 2. Jonathan Shimp (Yam); 3. Steven Mertins (Yam); 4. Jared Williams (Kaw); 5. Sam Scanlon (Hon).

S/MINI: 1. Shane Bess (Suz); 2. Jonathan Shimp (Yam); 3. Billy Laninovich (Yam); 4. Ross Garcia (Yam); 5. Sean Collier (Kaw).

125 BEG: 1. Kent Finkenhagen (Yam); 2. Rodrigo Quintanilla (Yam); 3. Bobby Bloodworth (Yam); 5. James Ward (Yam).

125 JR: 1. Randy Norman (Yam); 2. Fred Berggren (Yam); 3. Richard Wickham (Suz); 4. Fred Kornehed (Hon); 5. Brian Morgan (Suz).

125 SCHBY: 1. Michael Young (Yam); 2. Chris Neitzel (Kaw); 3. R.J. Thompson (Kaw); 4. Jeremiah Israel (Yam); 5. Kevin Johnson (Yam).

125 INT D-1: 1. Bryan McGavran (Yam); 2. R.J. Thompson (Kaw); 3. Chris Neitzel (Kaw); 4. Sean Hamblin (Yam); 5. Mike Collier (Kaw).

125 INT D-2: 1. Michael Young (Yam); 2. Kevin Townsend (Hon); 3. Nick Mairrose (KTM); 4. Travis Smith (Kaw); 5. Neal Alanzo (Kaw).

125 PRO: 1. Jeff Willoh (Suz); 2. Tyler Evans (Suz); 3. Keith Johnson (Yam); 4. Jimmy Varis; 5. Espen Blikstad (Yam).

250 BEG: 1. Mark Wideham (Suz); 2. Jeffrey Harper (Kaw); 3. Mike Moye (Hon); 4. Mike Watz (Hon); 5. David Fishback (Suz).

250 JR: 1. Nathan Jones (Yam); 2. Randy Norman (Yam); 3. Jim Finert (Hus); 4. Luciano Quintanilla (Yam); 5. Bob Arthur (Yam).

250 INT: 1. Jesse Bath (Suz); 2. Jeremiah Israel (Kaw); 3. Lanny Turner (Kaw); 4. Cory Morais (Yam); 5. Ron Gilbert (Kaw).

250 PRO: 1. Tyler Evans (Suz); 2. Espen Blikstad (Yam); 3. Jeff Willoh (Suz); 4. Michael Constantinou (Yam); 5. Donald Upton (Yam).

25+ AM: 1. Tom Hayes (Kaw); 2. Chuck Kober (Suz); 3. Edmond Gregory (Kaw); 4. Jeff Nutter (Yam); 5. Sam Trout (Kaw).

25+ PRO: 1. Scott Brown (Kaw); 2. Dustin Evans (Suz); 3. Tim Sharp (Yam); 4. Chad Wollaston (Yam); 5. John Whittaker (Yam).

25+ MSTR: 1. Ron Gilbert (Kaw); 2. Chris Kefalas (Hon); 3. Jon Zahrt (Yam); 4. Richard Burch (Yam); 5. Aaron Gomez (Kaw).

30+ BEG: 1. Rocky Hash (Hon); 2. Jim Carley (Kaw); 3. Larry Wardrop (Kaw); 4. Manny Dominguez (Kaw); 5. Brian Bonds (Yam).

30+ JR: 1. Scott Schubert (Yam); 2. John Posca (Suz); 3. Robbie James (Yam); 4. Ryes Wann (Suz); 5. Bob Arthur (Yam).

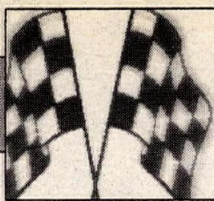
30+ PRO: 1. John Whitaker (Yam).

30+ MSTR: 1. John Zahrt (Yam); 2. Richard Bunch (Yam); 3. Bob Shimp (Yam); 4. Dan McClintock (Yam); 5. Kenny Zahrt (Yam).

40+ AM: 1. Pryor Campbell (Suz); 2. Phillip Tabuada (Yam); 3. Jeff Blix (Yam); 4. Jason Yudogawa (Yam); 5. Jim Masters (Kaw).

40+ MSTR: 1. Kenny Zahrt (Yam); 2. Perry Klassen (Kaw); 3. Ron Turner (Yam); 4. Jeff Harriott (Kaw); 5. Bob Shimp (Yam).

WMN: 1. Candace English (Kaw); 2. Jennifer Caputo (Hon); 3. Dawn Rogers (Yam); 4. Melissa Billingsly (Yam); 5. Shay Garcia (Hon).



Dubach does the deed



(Left) Eventual winner Doug Dubach (57) got his lead off the start at Qualcomm Stadium. He was followed by Tony Sulek (14), Scott Myers (12), Mike Healey (1), Robert Naughton (5) and series leader/race runner-up Spud Walters (4).

(Below) Dubach does a quick post-race spot with ESPN 2's Jerry Bernardo. After missing the first three races of the series due to a bike shortage and another commitment, Dubach has a 3-1 record.

By Mark Kariya

SAN DIEGO, CA, FEB. 15

Don't accuse Doug Dubach of being a slow learner. He joined the four-stroke-only Thunderbike class in the PACE U.S. Off-Road Championship Series in Las Vegas for round four (due primarily to a shortage of Yamaha's YZ400Fs), got a mediocre start and ended up third. White Brothers Yamaha teammate Spud Walters, on another new YZ400F, won the race, while Vosburg Racing/IMS/Husaberg's Mike Healey rode his well-used FC501 to second.

San Diego's Qualcomm Stadium turned out to be another story.

"Last week I didn't quite get the start, got bumped around and ended up struggling the whole main event just trying to get around one or two riders," Dubach said before the start. "The race is really quick, with a 30-second lap time and 12 laps. Six minutes, and it's all done! It was kind of a learning experience. Hopefully, I'll get out there right away and get up front. I know that'll make it a lot easier. If I can do that, then I think I can win. I think you're probably not going to see someone come from way back and win the race because it's over so quick and the track is so simple."

He surmised correctly and proceeded to get that all-important start on his Alan Olson-prepped bike when the green flag waved for the main event. (Since the field was comprised of fewer than 20 racers, no heat races to determine starting order were run here, unlike at the four previous events.) TRE YZ400F pilot Scott Myers, Malott's Upholstery/Hemme Hay-backed Tony Sulek, White Brothers/Chaparral's Chris Ridgeway (on a YZ), Healey and Premier Motorsports/Maxxis' Robert Naughton (on a Husaberg FC501) jostled for a spot behind Dubach after the small tabletop, which was followed by a tight left.

It wasn't a good day for either Healey or Ridgeway, though. On the comeback from debilitating injuries a few years ago, Ridgeway suffered from arm pump and slipped backward, eventually finishing 10th. That was still better than Healey, who tangled with another rider going into a turn and came out of it with a dislocated left elbow and a broken clutch lever. Healey still earned enough points to retain third in the series standings, though.

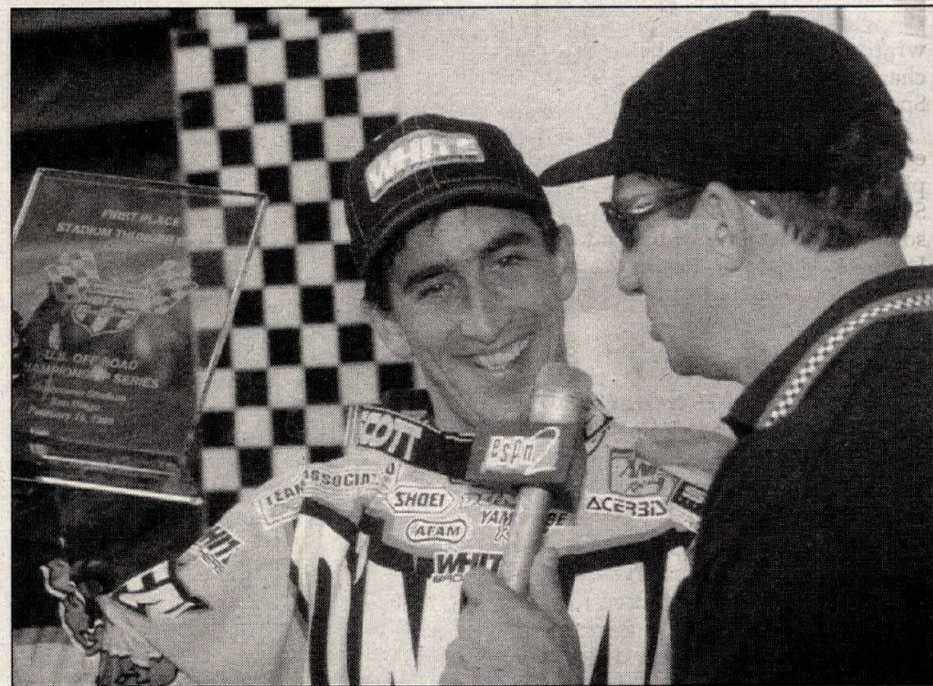
As Dubach reeled off 27-second laps uncontested (except for lappers later in the race), Myers settled into second, followed by Walters, Sulek and No Fear/Moto World's Bader Manneh, both on YZs. On the last lap, Walters surprised Myers and slipped into second place.

"I made one mistake the whole race, and that's (all) it took," Myers said. "That's all it really takes out there. It's such a race from turn to turn that you can't make any mistakes, and I did, so Spud got by me."

"But I was happy to get third," Walters said. "I just started riding again, so I feel real good. Going into the first turn, I was about midpack. Then I got around a few guys, actually worked up into third. Going into a right-hander, the front end just kind of pushed out so I crashed. I got up and was in fourth, so I just tried riding as hard as I could. I saw the guys in front of me got held up by some lappers, and that helped me out a lot. I got by Myers on the last lap. I tried to ride my hardest. It's kind of a bummer, me crashing, because I think I could've been right there."

Dubach was understandably happy with the way the race went for him.

"I did it; I got the start, and I knew it was going to be my race from there," Dubach said. "I had the control, and I was fortunate enough that some of the other people had a little bit of trouble, but I guess that's all racing. I had a little trouble last week, and I'm the winner this week."



"Last week I was in a fight the whole time, but it seemed like you could almost not even get around the slowest rider on the track because it was that inside-only," Dubach continued. "There was no option like there was today. Actually, I did pass some lappers inside and outside, so, like I say, the track was a little better this week. It still wasn't very technical - last week's wasn't, either - but the racing's good, I guess. It's close, because (riders) don't get separated so much when the track's not that difficult. I can only thank God that I got the good start because that's what it was all about."

However, more important for Walters than this race's results is the series.

"We weren't sure how this series was going to be," Walters said. "Yamaha wanted us to go out and win the series. I think I wrapped it up today, the whole series, so that's good. That'll be the first championship on this bike. So far, so

good! Hopefully we can keep our momentum into the 250cc Nationals and maybe get some top 10s. That would be great!"

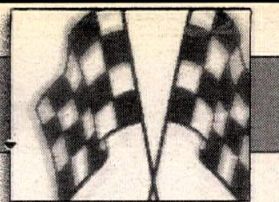
Of course, teammate Dubach has his vision of the remaining two races in the series, and it goes like this: "I know that I am completely out of contention for the title. I knew that was going to be a fact. As long as Spud and I go 1-2 these last two rounds - me first, him second - that's all I can ask for."

**Qualcomm Stadium
San Diego, California**

Results: February 15, 1998 (Round 5 of 7)

MAIN: 1. Doug Dubach (Yam); 2. Spud Walters (Yam); 3. Scott Myers (Yam); 4. Tony Sulek (Yam); 5. Bader Manneh (Yam); 6. Tony Fuller (Yam); 7. Tyler King (Yam); 8. Shawn Highland (Hbg); 9. Ryan Ragland (Yam); 10. Chris Ridgeway (Yam).

**PACE U.S. OFF-ROAD CHAMPIONSHIP SERIES
POINTS STANDINGS (After 5 of 7 events):** 1. Spud Walters (572); 2. Jeremy Shoning (346); 3. Mike Healey (320); 4. Robert Naughton (314); 5. Ed Hammerschmidt (313); 6. David Riordan (288); 7. Tony Fuller (286); 8. Tom Summers (223); 9. Doug Dubach (217); 10. Todd Johnson (214).



Rand finishes strong

Greg Rand finished the Action Sports Arenacross Series in a dominating fashion. Rand scored three of four main-event wins at the Hara Arena series finale in Dayton, Ohio, and walked away with both the 125 and 250cc series championships.

By David L. Patton Jr.

DAYTON, OHIO, FEB. 7-8

F&S Team Racing/JT/Fass Gass-backed Greg Rand powered to three wins and a second-place finish to wrap up the 125 and 250cc Pro-class championships in the 1997-98 Action Sports Arenacross Series.

Rand's sweep of Saturday's main events locked up the points lead, and he picked up his 11th win of the series in Sunday's 125cc main. Honda of Jackson/Thor/Pro Circuit-backed Charlie Dunaway picked up his first career Pro-class indoor win, outrunning Rand from start to finish.

SATURDAY

Greg Rand and Honda of Troy/Sinisalo/Pro Circuit's Mark Burkhart headed the field as the 125cc Pro class blasted through the first turn. Mike Katin, Doug Stone and 15-year-old Jeff Gibson were right behind the leaders. A pileup on the first lap left the rest of the field well behind the front five. Vince Karnow, Chuck Reed and Kenny Bertram got through the crash in the best shape, but the leaders were way ahead. Rand and Burkhart's battle up front pulled them clear of Katin's Kame's Sports/Sinisalo-backed Yamaha, even though Katin was the first rider to clear the long triple on a 125.

Doug Stone and Kawasaki Team Green/F&S Kawasaki/Pro-Action/Fox-backed Jeff Gibson had a great race going, as the two KX riders battled in every turn. Rand edged away from Burkhart and went on to a convincing win. Burkhart and Katin followed Rand home and National motocross competitor Doug Stone held off up-and-coming star Jeff Gibson to snag fourth.

In the 250cc main, Rand timed the start perfectly and roared away to a dominating win. The Cernic's Suzuki/Thor/FMF-backed Karnow had his best start of the weekend, ahead of F&S Racing/JT's Davey Yezek, Brad Strunk and Charlie Dunaway. Stone crashed hard on the first lap, ending his weekend, and Burkhart stalled his bike back in the

pack, putting him out of contention for the win. Rand simply ran away from the rest of the front-runners.

"When you're out front, you can take any line you want," Rand said afterward. "You don't have to worry about anyone getting inside of you."

Karnow held second, but Yezek's lead over Strunk was shrinking. Strunk fell before he could reel in Yezek, and Dunaway moved up to fourth, ahead of Josh Steel and Mike Morgan. Yezek put together a charge near the end, and he was on Karnow's rear wheel when the white flag came out.

Josh Steel also tried a move on the white-flag lap. He tried to triple his way past Dunaway but cased it, crashing hard. Larry's Cycle of Parkersburg/Pro-Action's Morgan took advantage of Steel's miscue to take fifth. Karnow held off Yezek, and Dunaway led Morgan across the finish line. Karnow's ride was even more impressive, as he had broken his clavicle three weeks before the race, and it is only halfway healed.

SUNDAY

Rand picked up his third holeshot of the weekend as the 125cc Pro class banged through the first turn. Morgan battled Burkhart and F&S Team Racing riders Davey Yezek and Tommy Collier. Burkhart and Yezek quickly pounced on Morgan, moving the Yamaha back to fourth by the end of the first lap. Once again, Rand took advantage of open track to run away from the rest of the field. Collier found a way past Morgan and moved up to challenge Yezek before the halfway point.

Morgan was doing everything he could to hang on to fifth, but Katin tried to jam under him in the turn before the grandstand doubles section, only to stall it.

"I hit my clutch lever on the barrel and it messed me up," Katin said.

Katin lost one position to Thomas Barron, who closed on Morgan as the white flag waved. Barron tried to out-jump Morgan over the triple but couldn't clear the last jump, crashing

hard. Rand picked up his third straight win, ahead of Burkhart, Yezek, Collier and Morgan. Katin was sixth.

Rand continued to start well, and he had the edge going into the first turn, but Dunaway, on his Honda of Jackson/Thor/Pro Circuit/OMS-backed CR, outgunned Rand through the whoops. Katin, Yezek, Karnow and Brad Strunk were trying to close on the leaders. Dunaway and Rand ran wheel to wheel and quickly opened up a gap over Katin. Karnow fell in the 180-degree turn after the triple, moving Strunk up to fifth, ahead of Collier and Burkhart. Dunaway really had it together and he pulled out a small lead on Rand as the final wound down.

"I knew I could ride fast enough, because in the 125 main I fell and Greg lapped me, and I could stay with him pretty easily," Dunaway said. "It gave me confidence when I got in the lead. I knew I could do it."

Dunaway scored his first career win, Rand beat Katin for second, and Yezek and Strunk rounded out the top five. **CN**

Hara Arena

Dayton, Ohio

Results: February 7-8, 1998

(Rounds 12 & 13)

Saturday

P/W JR: 1. Brittany Ziepfel (Yam); 2. Jordan Strickland (Yam); 3. Colby McCutcheon (Yam); 4. Shawn Lunsford (Yam); 5. R.J. Bryant (Yam).

50 (4-6): 1. Ryan Ivers (Cob); 2. Nathan Heskett (Cob); 3. Kyle Burlisle (Cob); 4. A.J. Alleshouse (Cob); 5. Daniel Rocke (Cob).

50 (7-8): 1. Tyler Maxel (Lem); 2. Wesley Jett (Cob); 3. Dominic Izzi (Cob); 4. Kyle McConnell (Cob); 5. Ryan Brumfield (Cob).

65: 1. Christopher Robertson (Kaw); 2. Kyle Preston (Kaw); 3. Patrick Massie (Kaw); 4. Zach Ames (Kaw); 5. Allen Rossi (Kaw).

MINI JR: 1. Kyle Preston (Yam); 2. Dillion Rhoades (Suz); 3. Christopher Robertson (Suz); 4. Tim Hollenbeck (Hon); 5. Alex Rossi (Hon).

MINI SR: 1. Willy Browning (Yam); 2. Dustin Cottrill (Suz); 3. Nicholas Mowry (Hon); 4. Matt Barnes (Suz); 5. Corey Arnold (Yam).

SCHBY: 1. Jason Wade (Kaw); 2. Ian Hammond (Suz); 3. A.J. Meade (Suz); 4. Nicholas Wolfe (KTM); 5. Branden Perry (Suz).

125 PRO: 1. Greg Rand (Suz); 2. Mark Burkhart (Hon); 3. Davey Yezek (Suz); 4. Tommy Collier (Suz); 5. Mike Morgan (Yam).

125 B: 1. Ian Hammond (Suz); 2. Matt Ketcheson (Suz); 3. J.C. Cravens (Yam); 4. Michael Mercer (Suz); 5. Marcus Biggs (Yam).

125 C 1: 1. Mickey Beahl (Suz); 2. Erik Hanlin (Suz); 3. Cory Skinner (Kaw); 4. Ben Cooper (Suz); 5.

Raymond Medina (Yam).

125 C 2: 1. Michael Arnold (Kaw); 2. Monte Pitts (Yam); 3. Nicholas Wolfe (KTM); 4. Steve Lavender (Suz); 5. J.R. McClure (Yam).

250 PRO: 1. Charlie Dunaway (Hon); 2. Greg Rand (Suz); 3. Mike Katin (Yam); 4. Davey Yezek (Suz); 5. Brad Strunk (Hon).

250 B: 1. Michael Mercer (Suz); 2. Ricky Alton (Kaw); 3. J.C. Cravens (Yam); 4. Shane Jenkins (Suz); 5. Brent Olson (Hon).

250 C: 1. Paul Crowell (Suz); 2. Jason Powers (Hon); 3. Nathan Scheid (Kaw); 4. Lonny Blevins (Kaw); 5. Chris Asher (Hon).

25+: 1. Chuck Reed (Suz); 2. Mike Morgan (Kaw); 3. Chris Knox (Hus); 4. Keith Sheldon (Suz); 5. Jason Schmidt (Hon).

30+: 1. Jon Schmitz (Suz); 2. Marty Berberich (Hon); 3. Larry Brookbank (Yam); 4. J. Reas (Suz); 5. Ken Thomas (Hon).

Sunday

P/W JR: 1. Brittany Ziepfel (Yam); 2. Shawn Lunsford (Yam); 3. Cody Williams (Suz); 4. Justin Sparks (Yam); 5. A.J. Ritterbeck (Yam).

50 (4-6): 1. Nathan Heskett (Cob); 2. Ryan Ivers (Cob); 3. A.J. Alleshouse (Cob); 4. Daniel Rocke (Cob); 5. Shawn Lunsford (KTM).

50 (7-8): 1. Kyle McConnell (Cob); 2. Wesley Jett (Cob); 3. Ryan Brumfield (Cob); 4. Dominic Izzi (Cob); 5. Chris Urban (Act).

65: 1. Kyle Preston (Kaw); 2. Michael Willard (Kaw); 3. Christopher Robertson (Kaw); 4. Patrick Massie (Kaw); 5. Adam Lester (Kaw).

MINI JR: 1. Kyle Preston (Yam); 2. Christopher Robertson (Suz); 3. Michael Willard (Suz); 4. Corey Simone (Kaw); 5. Troy Stuart (Kaw).

MINI SR: 1. Matt Barnes (Suz); 2. Andy Willard (Suz); 3. Justin Sessink (Hon); 4. Dustin Cottrill (Suz); 5. Nicholas Mowry (Hon).

SCHBY: 1. Ian Hammond (Suz); 2. Jason Wade (Kaw); 3. Ryan Holliday (Suz); 4. Branden Perry (Suz); 5. A.J. Meade (Suz).

125 PRO: 1. Greg Rand (Suz); 2. Mark Burkhart (Hon); 3. Mike Katin (Yam); 4. Doug Stone (Kaw); 5. Jeff Gibson (Kaw).

125 B: 1. Michael Mercer (Suz); 2. Ian Hammond (Suz); 3. J.C. Cravens (Yam); 4. Mike Ivers (Yam); 5. Jason Wade (Kaw).

125 C 1: 1. Erik Hanlin (Suz); 2. Cory Skinner (Kaw); 3. Nathan Scheid (Suz); 4. Glenn Graham (Hon); 5. Nathan Devoss (Hon).

125 C 2: 1. Justin Sessink (Hon); 2. Steve Lavender (Suz); 3. Jason Jackson (Hon); 4. Michael Arnold (Kaw); 5. Benjamin Wood (Hon).

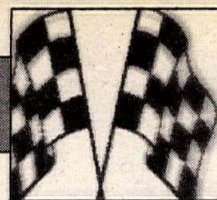
250 PRO: 1. Greg Rand (Suz); 2. Vincent Karnow (Suz); 3. Davey Yezek (Suz); 4. Charlie Dunaway (Hon); 5. Mike Morgan (Kaw).

250 B: 1. Paul Crowell (Suz); 2. Kris Ross (Hon); 3. Michael Mercer (Suz); 4. Ricky Alton (Kaw); 5. J.C. Cravens (Yam).

250 C: 1. Michael Palmer (Kaw); 2. Brett McKeever (Hon); 3. William Brazelton (Yam); 4. Andrew Metzger (Kaw); 5. Ryan Sloane (Suz).

25+: 1. Mark Musselman (Hus); 2. Chris Knox (Hus); 3. Dallas Avery (Suz); 4. Mike Blair (Suz); 5. Blane Armbruster (Kaw).

30+: 1. Jon Schmitz (Suz); 2. Curtis Rehmert (Suz); 3. Marty Berberich (Hon); 4. Ken Thomas (Hon); 5. Gary Blair (Yam).



AMA Victory Sports Indoor Winter MX Series,
Rounds 11 & 12

Shue, Boruff and McGourty come through

By Barbara Williams

ASHEVILLE, NC, FEB. 6-7

Suzuki machines in the Pro and mini ranks ruled the penultimate weekend of the AMA Victory Sports Indoor Motocross Series, held at the WNC Agricultural Center. Georgia's Matt Shue owned the 125cc A class both nights, while Tennessee's Jon Boruff won the 250cc A class both nights. Florida's Donnie McGourty swept all four motos of the 85cc (12-13) and Supermini classes.

A packed house of spectators were perched on the edges of their seats for nonstop action as riders from 12 states came from as far as Pennsylvania, Michigan, Ohio, Alabama and Florida, as well as the states surrounding North Carolina. Both Pro classes rode multiple qualifiers, as did several other classes, including Supermini.

Indoor MX Series points leader Shue enjoys healthy leads in both the 125 and 250cc A classes, padded even more thanks to his satisfying weekend.

At the start of Friday's 125cc A main event, FMF/Goat/AXO-backed Shue jumped out front and was gone, leading every lap to the checkered flag. Next came the pair of Kawasakis piloted by Georgia's Shae Bentley and Florida's Jason Thomas. Winters Marketing/Amway-backed Marcus Hedrick battled with Kingsport Suzuki's Jon Boruff, while Todd Bennick began his march to the front from a seventh-place start.

Midway through the 12-lap main, the leaders began to encounter lapped traffic. Shue, Bentley, Thomas and Boruff slipped through, but for Hedrick and Bennick it was a different story. Coming over the midfield series of jumps, Bennick tripled and Hedrick didn't. Unfortunately, Bennick landed directly on top of Hedrick, wheel on helmet. Hedrick was out cold for a while, but managed to walk off the track with much help as the race ended. Needless to say, Hedrick was out for the rest of the evening. Bennick remounted and managed to finish in seventh.

Boruff pulled the holeshot in the 250cc A main on Friday night, with Shue's Suzuki a streaking yellow shadow the whole way. Boruff's bikes are strictly stock and one is even a used woods bike, but be that as it may, Boruff was able to hold off all of Shue's determined challenges to take the 250cc A win. Bentley, Thomas and Boruff's Kingsport Suzuki teammate, Chad Newton, filled out the top five.

After a night of rest, Hedrick lined up with the rest of the 125cc A entries for the two qualifiers, finishing second to Shue in their division.

"I feel okay, ready to ride," Hedrick assured. "Nothing broke last night on me - I guess because I had no idea Todd (Bennick) was going to do that (land on him), so I didn't tense up at all. That's something, anyway."

Saturday's running of the 125cc A main was almost a yawner after Friday's excitement. Shue again grabbed the lead, followed by Thomas, Bentley, Hedrick and the Suzuki of Team Shock-er/Goat/FMF's Chad Kresge. They finished in that order, having remained in position for all 12 laps, denying Bennick and Boruff any chance of a pass to break into the top five.

Boruff repeated his 250cc A main-event holeshot from the night before, covered by Hedrick, Shue, Thomas, Bennick and Kresge. As Boruff flogged his RM250 out in front, Hedrick and Shue banged bars all around the track close behind. Beginning on lap two, the pair of Suzuki aces slid around the slick turn into the whoops, side by side and on the ragged edge of control. In fact, once into the whoops, control went out the window as Hedrick's machine took an angular route in front of Shue, who happened to be in the air at the time. Of course braking was impossible, and Shue plowed right into Hedrick, sending Hedrick and his motorcycle, separately, clear to the other side of the track.

Shue was able to remount sooner and finished eighth in spite of a slipped patella. Hedrick slowly crawled back on the Suzuki, and putted around with his clutch dangling uselessly from the bars. Until the last lap, Hedrick was still not in last place, as two other riders had crashed after his own incident. But on the next-to-last lap, rolling over the finish-line jump, the bike quit.

Meanwhile, Boruff cruised to the win, while Thomas, Bentley, Kresge and Bennick wrangled behind him for runner-up. Bentley turned in a great ride, recovering from at least eighth to claim the second spot.

F&S Suzuki/Performance Engineering/AXO-backed McGourty easily handled both the 85cc (12-13) and Supermini classes on Friday, and repeated the 85cc performance on Saturday. The Supermini division, however, was not so easy.

In Saturday's Supermini main, Suzuki of Gastonia's Jerred Burrell of Canton, North Carolina, pulled the holeshot, hounded by McGourty, Georgia riders Joshua Davis and Douglas Thomason, Burrell's teammate Zach Miller, and Bradley Robertson of Burnsville, North Carolina. Burrell looked good to hold off McGourty until he slid out, leaving the door wide open for seven other riders to blast by before he remounted in eighth. McGourty blazed to the win, followed by Thomason, Davis, Robertson (up from sixth) and Kentucky's Justin Jones (Robertson's nemesis). Series points leader Burrell was able to come back to sixth.

**WNC Agricultural Center
Asheville, North Carolina
Results: February 6-7, 1998
(Rounds 11 & 12)**

Friday

50 (4-6): 1. Bradley Bunch (Cob); 2. Forrest Lane (Cob); 3. Trey Matthews (Cob); 4. Josh Scott (KTM); 5. Alex McWilliams (Cob).

50 (7-8): 1. Zach Osborne (Cob); 2. Mason Caldwell (KTM); 3. Tyler Clark (Cob); 4. D.J. Ellis (Cob); 5. Adam Ivers (Lem).

65 (7-9): 1. Chase Beck (Kaw); 2. Zach Osborne (Kaw); 3. Brett Slater (Kaw); 4. Logan Bell (Kaw); 5. Eric Miller (Kaw).

65 (10-11): 1. Aaron Nations (Kaw); 2. Philip Ivers Jr. (Kaw); 3. Dalton Terrell (Kaw); 4. Jerry Mashburn (Kaw); 5. Steven Kyle Clark (Kaw).

80 D BEG: 1. Jake Wiley (Suz); 2. Casey Rice (Yam); 3. Ben Bass (Kaw); 4. Brandon Durbeck (Kaw); 5. Justin Wines (Suz).



(Above) Duane Stone won the Sportsman B class at round four of the AMA/VOTECH Trials Series, held in Rock Ranch, California.

JR MINI: 1. Chase Whitten (Kaw); 2. Dustin Smith (Kaw); 3. James Garner (Kaw); 4. Curtis Dyer (Suz); 5. Aaron Nations (Kaw).

85 (12-13): 1. Donald McGourty (Suz); 2. Jerred Burrell (Suz); 3. Douglas Thomason (Kaw); 4. Jason Tucker (Kaw); 5. Zachary Miller (Suz).

85 (14-15): 1. Kyle Justice (Kaw); 2. Justin Jones (Yam); 3. Bradley Robertson (Yam); 4. Casey Rice (Yam).

S/MINI: 1. Donald McGourty (Suz); 2. Josh Davis (Kaw); 3. Kyle Justice (Kaw); 4. Douglas Thomason (Kaw); 5. Jerred Burrell (Suz).

125 A: 1. Matt Shue (Suz); 2. Derrick Shae Bentley (Kaw); 3. Jason Thomas (Kaw); 4. Jon Boruff (Suz); 5. Scott Smith (Kaw).

125 B: 1. Daniel Tesh (Suz); 2. Tony Graham (Yam); 3. Paul Justus (Suz); 4. Keith Graham (Suz); 5. J.T. Smith (Yam).

125 C: 1. William Lackey (Hon); 2. Michael Mahaffey (Kaw); 3. Ben Miller (Suz); 4. Clint Harbison (Kaw); 5. John Guker (KTM).

125 D: 1. Jarrod Davis (Hon); 2. T.J. Fairbanks (Suz); 3. Daniel Dickens (Kaw); 4. Ricky Alley (Kaw); 5. Kevin Roy (Kaw).

250 A: 1. Jon Boruff (Suz); 2. Matt Shue (Suz); 3. Derrick Shae Bentley (Kaw); 4. Jason Thom (Kaw); 5. Chad Newton (Suz).

250 B: 1. Daniel Tesh (Suz); 2. Rodney Wise (Suz).

250 C: 1. Clint Harbison (Kaw); 2. Noel Hill (Kaw); 3. William Lackey (Hon); 4. Jason Rowe (Suz); 5. David Bridges (Suz).

250 D: 1. Danny Reilly (Kaw); 2. Greg Clark (Kaw); 3. Robert Fish (Kaw); 4. Mark Durbeck (Hon); 5. Jim Nelson (Hon).

25+: 1. Sean Skutnick (Yam); 2. Mike Padgett (Yam); 3. W. David Eller (Kaw); 4. Rodney Wise (Suz); 5. Jon Waggoner (Kaw).

30+: 1. David Eller (Kaw); 2. Mike Carroll (Kaw); 3. Danny Reilly (Kaw); 4. Sam Reese (Suz); 5. Ricky Alley (Kaw).

U/L AM: 1. Daniel Tesh (Suz); 2. Danny Smith (Kaw); 3. Tony Graham (Yam); 4. Keith Graham (Suz); 5. J.T. Smith (Hon).

U/L C-D: 1. Noel Hall (Kaw); 2. Michael Mahaffey (Kaw); 3. Jarrod Davis (Hon); 4. T.J. Fairbanks (Suz); 5. Ben Miller (Suz).

Saturday

50 (4-6): 1. Bradley Bunch (Cob); 2. Forrest Lane Matthews (Cob); 4. Josh Scott (KTM); 5. Alex McWilliams (Cob).

50 (7-8): 1. Christopher Pittman (Cob); 2. Easton Hankins (KTM); 3. Mason Caldwell (KTM); 4. Tyler Clark (Cob); 5. Benjamin Denton (Act).

65 (7-9): 1. Eric Miller (Kaw); 2. Matthew Mashburn (Kaw); 3. Christopher Pittman (Kaw); 4. Mason Caldwell (Kaw); 5. D.J. Ellis (Kaw).

65 (10-11): 1. Philip Ivers (Kaw); 2. Jerry Mashburn (Kaw); 3. Dalton Terrell (Kaw); 4. Steven Kyle Clark (Kaw); 5. Christopher Chesnee (Kaw).

80 D BEG: 1. Michael Graham (Kaw); 2. Brandon Durbeck (Kaw); 3. James Garner (Kaw); 4. Ben Bass (Kaw); 5. Casey Rice (Yam).

JR MINI: 1. Joshua Davis (Kaw); 2. Chase Whitten (Kaw); 3. Eric Dudley (Kaw); 4. Curtis Dyer (Suz); 5. Ben Bass (Kaw).

85 (12-13): 1. Donald McGourty (Suz); 2. Jerred Burrell (Suz); 3. Jason Tucker (Kaw); 4. Brandon Durbeck (Kaw); 5. Jeffrey Fields (Yam).

85 (14-15): 1. Bradley Robertson (Yam); 2. Justin Jones (Yam); 3. King Smith (Suz); 4. Leslie Barrett (Kaw); 5. Casey Rice (Yam).

S/MINI: 1. Donald McGourty (Suz); 2. Joshua Davis (Kaw); 3. Bradley Robertson (Yam); 4. Justin Jones (Yam); 5. Zachary Miller (Suz).

125 A: 1. Matt Shue (Suz); 2. Jason Thomas (Kaw); 3. Derrick Shae Bentley (Kaw); 4. Marcus Hedrick (Suz); 5. Chad Kresge (Suz).

125 B: 1. Nicholas Burns (Hon); 2. J.T. Smith (Hon); 3. Danny Smith (Kaw); 4. Tony Graham (Yam); 5. Keith Graham (Suz).

125 C: 1. Just Brooks (Yam); 2. Michael Suttles (Suz); 3. Bobby Sanders (Suz); 4. Jarrod Davis (Hon); 5. Michael Mahaffey (Kaw).

125 D D-1: 1. Chris Alley (Kaw); 2. T.J. Fairbanks (Suz); 3. Richard Chandler Jr. (Yam); 4. Mark Riehl (Suz); 5. Rusty Barnette (Hon).

125 D D-2: 1. Daniel Dickens (Kaw); 2. Adam Hodge (Hon); 3. Charles J. Ramsey (Yam); 4. Frankie Braswell (Hon); 5. Bryan Jones (Kaw).

250 A: 1. Jon Boruff (Suz); 2. Derrick Shae Bentley (Kaw); 3. Jason Thomas (Kaw); 4. Todd Bennick (Suz); 5. Chad Kresge (Suz).

250 B: 1. Joshe Clark (Hon).

250 C: 1. William Lackey (Hon); 2. Clint Harbison (Kaw); 3. David Bridges (Suz); 4. Jeff Durham (Yam); 5. Jason Melton (Yam).

250 D: 1. Robert Garrett (Yam); 2. Tommy Bright (Kaw); 3. Santo DeRisi (Yam); 4. Robert Fish (Kaw); 5. Ricky Smith (Suz).

25+: 1. Mike Padgett (Yam); 2. Sean Skutnick (Yam); 3. Gary Hinkle (Yam); 4. Jeffery Good (Kaw); 5. David Eller (Kaw).

30+: 1. Larry Sparks (Hon); 2. David Eller (Kaw); 3. David Shugart (Yam); 4. Ricky Alley (Kaw); 5. Sam King (Yam).

U/L AM: 1. Danny Smith (Kaw); 2. Joshe Clark (Hon); 3. Tony Graham (Yam); 4. J.T. Smith (Hon); 5. Justin Brooks (Yam).

U/L C-D: 1. Michael Mahaffey (Kaw); 2. Donnie Allison (Yam); 3. Robert Garrett (Yam); 4. Justin Lowery (Hon); 5. Terrell Collins (KTM).

Malmquist assumes ATAVOTECH Trials

By Bill Markham

ROCK RANCH, CA, FEB. 6

Gas Gas-mounted John Robertson won the Expert Class over Beta-mounted Jared Malmquist by 10 points at round four of the ATA/VOTECH Trials Series, held at Rock Ranch, but he was later disqualified due to a lost spark arrestor. Robertson felt good about his first Expert ride but would make sure that his spark arrestor stays in place next time. Rock Ranch definitely holds true to its name, as all of the sections had plenty of rocks!

In the Intermediate A class, Yamaha-mounted John Bourdeau and James Miller were tied going into the third loop, but the 50-year-old Bourdeau didn't let that faze him a bit. Bourdeau's two points to Miller's four in the third loop showed Bourdeau's determination to keep his feet stuck on the pegs when he has to. The most difficult section was number eight, which entered over a 2-foot rock, made a right turn over another rock and then a left up a hill, then making a wide right turn and a left over a 3-foot

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Early Entry 12:30 - 5:00 P.M.

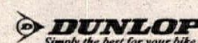
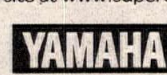
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boulder. As if all that weren't enough, the riders then made a right turn between more rocks (leaving many case marks) and finally out the exit. This section required a lot of concentration and was a great one for spectators to watch.

The toughest section for the Sportsman class was number six. This one started with a right turn going down the side of a hill, made a 180-degree left turn (with two different lines to pick from), through more rocks and then out the exit; what a ride. 63-year-old Gas Gas pilot Duane Stone and Bruce Bruggeman were tied with five points each after the final loop. Stone came through with 27 cleans to Bruggeman's 25 for the win in the Sportsman B class. Stone has certainly shown us that it doesn't matter if you are young or old - you can still ride this sport and be competitive!

Results

EX: 1. Jared Malmquist (Bet).
MSTR: 1. Mike Griffiths (Mon); 2. Oli Thordarson (Mon); 3. Rick Jenkins (Bet); 4. Mark Older (Fan); 5. Jim Collins (G-G).
ADV A: 1. George Smith (Mon); 2. Ken Melody (G-G); 3. Wayne Anders (G-G); 4. Clive Hannon (Fan).
ADV B: 1. Kelly Bellmar (G-G); 2. Charley Rowlett (Bet); 3. Kevin Reynolds (Mon); 4. Barret Deck (G-G).
INT A: 1. John Bourdeau (Yam); 2. James Miller (Yam); 3. Jim Rogers (G-G); 4. Bill Hannon (Fan); 5. Don Williams (G-G).
INT B: 1. Kevin Geyer (Yam); 2. Tom McBride (G-G); 3. Mark Granberg (Bet); 4. Craig Smith (G-G); 5. Rick Cavataio (G-G).
SPTSMN A: 1. Mark Hogan (Fan); 2. Wolfgang Burke (Fan); 3. Steve Beck (Yam); 4. Michael Chen (G-G); 5. Richard Zinsmann (Fan).
SPTSMN B: 1. Duane Stone (G-G); 2. Bruce Bruggeman (Bet); 3. Scott Wexman (Bet); 4. Roger Mass (G-G); 5. Dale Baker (G-G).
SPTSMN C: 1. Douglas Fulton (Bet); 2. Gil Ballatore (G-G); 3. Bill Markham (G-G).
NOV A: 1. Art Hall (Fan); 2. Al Nouran (Bet); 3. Lisa Drechsler (Bet); 4. Joe Cavataio.
NOV B: 1. Michael Rudd (G-G); 2. Steven Wright (Yam); 3. Jack Dalke (Hon); 4. Robert Pinnell (Hon); 5. Matt Bush (G-G).

Kellogg kicks off at Two Rivers Raceway MX

By John and Dawn Clifford

MILLIKEN, CO, FEB. 8
Josh Kellogg posted a 1-1 score to win the 250cc Pro class at the Leahy Family Farm/Two Rivers Raceway, Colorado's newest racing facility. The 120-acre sports facility that features MX, SX and BMX tracks was descended upon by 240 riders and more than 700 spectators who couldn't wait to check out the track's long whoop sections, canyon jumps and fast, natural terrain. Ann Leahy dedicated the race day to the memory of James Leahy, and the program got under way.

In the first 250cc Pro moto, Kellogg had to run down Jason Hurtado, who got off to a great start and was leading the way. However, a big crash sent Hurtado back to the pits and left the door wide open for Kellogg to take the win. Keith Campbell was on the gas and placed second in the first moto, but a snapped chain derailed his second moto and good finish. Matt Karlson used his speed and some luck for a second overall, while Eric Landis filled the last podium spot with solid 5-4 motos.

The RMXA is paying back the Women and Over 40 Pros this year, and John Shaffer showed his desire for the cash as he banged his way by Jeff George for the victory. First-moto winner Hal Strauss looked strong but a second-moto DNF killed his drive. Kim Nebbia scooped up the Women's-class money ahead of Pam Cook and Dawn Winczenski.

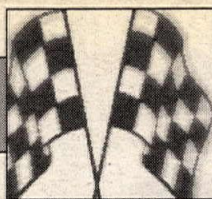
Bobby Fitch used a borrowed bike to win the 125cc Pro class with a 1-2 moto score. Dave Harns broke out to an early lead in the first moto, although Fitch came back to take the win. Landis won the second moto with an inspired ride over Fitch, placing himself in second overall. Harns took third with a 2-3 score.

An awesome battle erupted in the Vet Pro class as Bryan Curtis (who helped build the track) and Darrell Miller (who helped build the track's structures) dived for local control. In the first moto, Curtis got out early and set a winning pace that could not be matched. Miller kept pushing, but he couldn't reel Curtis in and settled for second. Randy Hocker broke away from the rest of the pack to take third, and James Volmer rode to a strong fourth on a track he had never seen before.

The second moto looked like it was all Miller's as he took the holeshot and pulled away, while Curtis worked hard to climb through the pack. Miller's lead was so big that he stopped doing the canyon double jump. Curtis kept doing the jump and used it to make up time on Miller. On the last lap, Miller made two consecutive bobbles, putting Curtis on his heels for the finish. Curtis pursued Miller through the tree turns and put the power on in the whoops for the win.

Results

125 PRO: 1. Bobby Fitch; 2. Eric Landis; 3. David Harns; 4. Wes Hale; 5. Danny Lookhart.



EVENTS



(Top) Ron Fish (39) and John Gennai (98) finished first and second, respectively, in the Open Expert class at a Vintage MX held at Woodland Motocross Park in Washington. (Above) Dave Bennedum (705) raged to the Vet B-class win at the seventh round of the Mud & Snow Scrambles Series, held at SDR Raceway in Harpursville, New York.

125 B: 1. Andrew Short; 2. Clifton Stroud; 3. Kendall Stafford; 4. Chris Longwell; 5. Marshall McCarty.
125 SCHBY: 1. Brandon Hightower; 2. Clifton Stroud; 3. Kendall Stafford; 4. Chris Longwell; 5. Marshall McCarty.
250 PRO: 1. Josh Kellogg; 2. Matt Karlson; 3. Eric Landis; 4. Bobby Fitch; 5. Jim Marostica.
250 B: 1. Andrew Short; 2. Clint Tellett; 3. Aaron Bertsch; 4. Curt Elworthy; 5. Josh Lehnher.
16-24: 1. Jason Hurtado; 2. Matt Karlson; 3. Josh Murphy; 4. Kirk Huff; 5. Danny Lookhart.
25+ PRO: 1. Bryan Curtis; 2. Keith Campbell; 3. Randy Hocker; 4. Andy Adams; 5. Lyle Shrock.
25+ NON-PRO: 1. John Clifford; 2. Robert Finniocharro; 3. Craig Buck; 4. Steve Vertton; 5. Travis Todd.
30+ PRO: 1. Bryan Curtis; 2. Darrell Miller; 3. Randy Hocker; 4. James Volmer; 5. Mark Miller.
30+ B: 1. Greg Baade; 2. Dan Jackson; 3. John Clifford; 4. James Fisher; 5. Dean Haight.
30+ C: 1. Darren Clifford; 2. Shawn Elworthy; 3. Jerry Liza-kowski; 4. Russ Barr; 5. Mike Newman.
40+ PRO: 1. John Shaffer; 2. Jeff George; 3. Dale Winzenski; 4. David Pickett; 5. Hal Strauss.
40+ B: 1. John Longwell; 2. Bart Kellogg; 3. Don Warmuth; 4. Russ Barr; 5. Thomas Edgark.
40+ C: 1. Mitchell Cook; 2. Mark Erickson.
WMN: 1. Kim Nebbia; 2. Pam Cook; 3. Dawn Winzenski; 4. Laura Little.

Legarra lassos Woodland Vintage MX wins

By Clay Light

WOODLAND, WA, FEB. 7

Larry Legarra's winning ways continued at the latest Vintage Dirt-sanctioned Vintage motocross at the Woodland Motocross Park after wins in the Open Evolution, Over 40 Evolution and Over 40 Vintage Expert classes.

Longview Motorsports-backed Legarra's torrid pace was a continuation of the series thus far, in which Legarra has scored a triple win in four of the five rounds. Legarra's first overall win came in the Over 40 Vintage class, where he took advantage of leader Dave Eakin's spill to lead fellow former AMA Expert dirt tracker John Gennai, the second-place finisher.

Moto two was much better for Legarra as he

jumped into an immediate lead and fended off all of Eakin's advances to net a 1-1 sweep. For Gennai, his debut at the facilities ended in mechanical failure as his 1974 Bultaco 360 seized up. CZ rider Bob Rush maintained third to the finish, good for third overall, ahead of Dirk Murphy and Can-Am rider Chris Castles.

Kenny Brynn, riding a CZ, did a similar disappearing act to top the combined Intermediate class, running up front with the Experts each time out. The closest rider to Brynn, who rode what was perhaps his last ride as an Intermediate, was Dana Salsman, who used 3-3 finishes to net second overall. Doug Powell and Mark Detweiler finished third and fourth overall, respectively, ahead of Steve Sprague.

Canada's Terry Hyde, one of the many double class winners on the day, first rode his sano Rickman Triumph to victory in the highly competitive Pre-1970 class. Hyde battled with Husqvarna rider Neil Giersten in moto one, in which he barely edged Giersten, and then fended off a flurry of advances in moto two from Ossa rider Murphy. However, Murphy suffered a disappointing DNF, which allowed Giersten and Gene Boere to nab the remaining top three positions.

Yamaha rider Ron Fish outrode the competition in the combined Open Expert/Intermediate class, beating Brynn, Powell and Reese Dengler (all Intermediate riders, with the exception of Fish).

Results

PRE-1970 INT: 1. Neil Giersten (Hus); 2. Ken Burningham (BSA); 3. Tommy McFarland (BSA); 4. Steve Sprague (Bul); 5. Dean Newton (BSA).

PRE-1970 EX: 1. Terry Hyde (Ric); 2. Gene Boere (Tri); 3. Dirk Murphy (Oss).

WMN INT: 1. Luann Swisher (Hon).

WMN AM: 1. Ava Casey (Hon); 2. Valerie Ulver (Yam); 3. Nicole Sprague (Bul); 4. Sommer Wolcott (Yam); 5. Debbie Weller. 125 INT: 1. Dane Batty (Kaw); 2. Scott Fisher (Hon); 3. John Marcotte (Hon).

125 AM: 1. Chris Poitras (Hon); 2. Cody Sprague (Hon); 3. Steve Kauffman (Hod); 4. Matt Russell (Hon); 5. Wayne Estes (Yam).

125 EX: 1. Joe Casey (Hon); 2. Chris Castles (C-A).

250 INT: 1. Randy Brown (Yam); 2. Chris James (Yam); 3. Scott Fisher (Hon); 4. Cody Murphy (Hon); 5. Todd Badham (Hon).

250 AM: 1. Dale Franklin (Hon); 2. Adam Saario (CZ); 3. Jim McFarland (Hon); 4. David Cappel (Ric); 5. Luann Swisher (Hon). 250 EX: 1. Joe Casey (Hon); 2. Dallas Nyblod (Yam); 3. Chris Castles (C-A).

OPEN INT: 1. Kenny Brynn (CZ); 2. Doug Powell (CZ); 3. Reese Dengler (CZ).

OPEN AM: 1. Reid Saario (CZ); 2. John Adams (Yam); 3. Jim McFarland (CZ).

OPEN EX: 1. Ron Fish (Yam); 2. John Gennai (Bul).

30+ INT: 1. Chris James (Yam); 2. Terry Linde (Hon); 3. Bill Brown (Suz).

30+ AM: 1. Robert Schulz (Hus); 2. Andy Scheen (CZ); 3. Tim Courson.

30+ EX: 1. Dallas Nyblod (Yam); 2. Ron Fish (Yam).

40+ INT: 1. Kenny Brynn (CZ); 2. Dana Salsman (Yam); 3. Mark Detweiler.

40+ AM: 1. Dale Franklin (Hon); 2. Mike Hammond (Hon); 3. Tim Trudeau.

40+ EX: 1. Larry Legarra (Bul); 2. Dave Eakin (Hon); 3. Bob Rush (CZ); 4. Dirk Murphy (Hus); 5. Chris Castles (C-A).

50+ INT: 1. Rob Iverson (Yam); 2. Ken Burningham (BSA); 3. George Eadie.

50+ AM: 1. Thomas Gloden (CZ); 2. Bud Abbott (Yam); 3. Bill Schweitzer.

50+ EX: 1. Jim Watts (Yam); 2. Terry Hyde (Yam).

60+ INT: 1. George Eadie (Yam); 2. Maynard Richards (Hon).

0-40 EVO AM: 1. Scott McAllister (Bul); 2. Jeremy Anderson (Yam); 3. Ken Harlan (Hon); 4. Jeff Hohnstein (Kaw); 5. Luke Anderson (Yam).

0-40 EVO EX/INT: 1. Jesse Buckley (Yam); 2. J.R. Neuman; 3. Brian Swisher (Yam).

40+ EVO AM: 1. Darrell Kilgore (Yam); 2. Steve Kauffman (Bul); 3. Tim Trudeau (Kaw).

40+ EVO EX: 1. Larry Legarra (Suz); 2. Greg Rogers (Mai); 3. Jesse Buckley (Yam); 4. Charlie Brown (Mon).

250 EVO INT: 1. Jon Stuart (Hon); 2. Bill Brown (Yam).

250 EVO AM: 1. John Adams (Hon); 2. Wayne Ingham (Yam); 3. Jeff Hohnstein.

250 EVO EX: 1. Kirk Williams (Hon).

OPEN EVO INT: 1. J.R. Neuman (Suz); 2. Brian Swisher (Yam); 3. Jay Lael (Mai); 4. Jon Stuart (Hon); 5. Chris James (Yam).

OPEN EVO AM: 1. John Adams (Hon); 2. Alec Schoen (Hus); 3. George Bellanger.

OPEN EVO EX: 1. Larry Legarra (Suz); 2. Joe Casey (Hon); 3. Greg Rogers (Mai); 4. Monty Price (Yam); 5. John Ulver (Yam).

4-STRK INT: 1. Ken Burningham (BSA); 2. Dean Newton (BSA); 3. Rob Iverson.

4-STRK EX: 1. Terry Hyde (Ric); 2. Gene Boere (Tri).

4-STRK EVO INT: 1. Kenny McCann (Yam); 2. Dan Froemling (Yam); 3. Blake Mount (Hon); 4. Tim Courson (Kaw).

4-STRK EVO EX: 1. Monty Price (Yam).

WMN EVO: 1. Lana Ingham (Yam); 2. Cathy Brown (Yam).

XR 75: 1. John Trudeau; 2. Alex Saario.

from Dave DeKay, who stalled his XR on the line and came from last to fourth, getting to know his new bike rather quickly.

In the Vintage class, it was Binghamton Honda/K&R Cycle Salvage/Wild Creation-sponsored Kelvin Herrala getting his first win of the season. Kevin Quick got yet another holeshot, followed by Dan Hadaway and Herrala in third. Herrala outpowered Hadaway up the hill leading into the woods, moving himself into second behind Quick. Then Hadaway made a move in the woods and went from third to first, but was outpowered in the open section again. Quick and Herrala bumped and traded positions several times during the first two laps until Quick fell, giving Herrala some breathing room - which he took all the way to the checkered flag. Quick and Hadaway took second and third, respectively.

Results

NOV: 1. Jamie Arnold (Kaw); 2. Dan Jarecke; 3. Jerry Zenzillo (Kaw); 4. Gary Homanick (Suz); 5. James Kalman (Mai).

EX: 1. Scott Rich (Kaw); 2. Craig Estelle; 3. Kevin Brown (Kaw); 4. Michael Williams (Hon); 5. Tadd Salton (Yam).

SR A: 1. James Spencer (Kaw); 2. J. Gregory Nowak (Hon); 3. Dale Stone (KTM); 4. Bruce Miller (Hon).

SR B: 1. David Kanney (KTM); 2. David Kunte (Hon); 3. Eric Heinecke (Hon); 4. Donald Chamberlain (Hon).

S/SR: 1. Joseph Arcesi (Hon); 2. David Salton (Hon).

VET A: 1. Glen Davis (Suz); 2. Stephen Mosher (Hon); 3. Kelvin Herrala (Hon); 4. Matthew Murphy (Kaw).

VET B: 1. David Bennedum (Suz); 2. James McCarthy (Kaw); 3. Gary Haskell (Suz); 4. David DeKay (Hon); 5. Richard Holbert (Suz).

0-100: 1. Dan Hadaway (Hon); 2. Joseph Gray (Hon); 3. Matthew Quick (Hon); 4. Danny Haabst (Kaw); 5. Nick Ayers (Kaw).

101-200: 1. Chris Kunte (Hon); 2. Jamey Morris (Kaw); 3. Joshua Barnhart (Hon); 4. Cam Rafferty (Kaw); 5. Michael Williams (Kaw).

201-250: 1. Ken Chamberlain (Hon); 2. Caleb Kanney (Kaw); 3. Gregory Smith (Hon); 4. Arthur Forrest (Hon); 5. Joseph Arcesi (Hon).

VINT: 1. Kelvin Herrala (Hon); 2. Kevin Quick (Mai); 3. Dan Hadaway (Hon).

Smith strikes at Reddick MX

By Kyle Myers

REDDICK, FL, FEB. 8

KTM-mounted Kelly Smith topped both the 15- to 24-year-old and Open Money classes as more than 420 riders from nine states competed in the opening round of the Prosports Sunshine State Championship Series, held at Motocross of Marion County.

In the first Open Money moto, Ronnie Renner led the 15-rider field into turn one, with Ricky Hampshire, Smith, Todd Gardner and Cliff Cook following. Hampshire slipped by Renner in the "S" turn after the start to move into the lead. Hampshire, who just returned to racing after a long layoff, held the point position for two laps before Renner and Smith motored by. Renner and Smith then opened up a small lead over Hampshire and Cook. With two laps to go, Smith was pressuring Renner for the lead as Cook knocked Hampshire back to fourth. Renner held off the attacks of Smith to claim the moto win, while Cook, Hampshire and Jason Peres rounded out the top five places.

Hampshire rocketed out of the gate to start moto two, with Gardner, Smith, Renner and Jason Fink in hot pursuit, and Smith quickly ducked underneath Gardner and Hampshire to take the lead. With a clear track in front of him, Smith pulled away to score the moto and overall win, but the fight for the runner-up spot was on. Gardner passed Hampshire for second place, with Renner and Fink close behind. Gardner then bobbled and Renner and Fink slipped by with Hampshire. By the time Renner got into second, Smith was long gone. Fink, Hampshire and Cook finished the top five.

While there were numerous double class winners on the day, Ryan Davis was the only triple class winner. Davis, on his HSKS/Thor/FMF KX80, won the 80cc (12-15), Supermini and 125cc Youth classes. Double class winners included Ricky Renner, who topped the Pee Wee Modified and 60 (5-8) classes; Davi Millsaps, who won the 60cc (9-11) and 80cc (7-11) classes; Buddy Duffy, who scored the wins in the 125 and 250cc B classes; Tim Eggers, who won the Over 30 and Over 35 classes; and Tom Bragg, who topped the Over 40 and Over 50 divisions.

Results

P/W BEG: 1. Zack Mackay (Yam); 2. Cody Williams (Yam); 3. P/W (4-6): 1. Chase Couture (Cob); 2. Jesse Freeman (Cob); 3. Troy Smith (Cob); 4. Zac Freeberg (Cob); 5. Jeff Mulleavy (Cob).

P/W (7-9): 1. T.J. Rhonelli (Cob); 2. Kyle Keyton (Cob); 3. Ricky Renner (Lem); 4. Jeff Fucche (Cob); 5. David Wyatt (Act).

P/W MOD: 1. Ricky Renner (Lem); 2. Kyle Keyton (Cob); 3. T.J. Rhonelli (Cob); 4. Colton Maynard (Cob); 5. Jeff Fucche (Cob).

60 BEG: 1. Colton Maynard (Kaw); 2. Brad Bollmand (Kaw); 3. David Wyatt (Kaw); 4. Max Rash (Kaw); 5. Josh Swenson (Kaw).

60 (5-8): 1. Ricky Renner (Kaw); 2. T.J. Rhonelli (Kaw); 3. Kyle Keyton (Kaw); 4. Dean Dyess (Kaw); 5. Bobby Charlebois (Kaw).

60 (9-11): 1. Davi Millsaps (Kaw); 2. Kyle Chisholm (Kaw); 3. Bryan Johnson (Kaw); 4. Donald Solley (Kaw); 5. Jon Camp (Kaw).

80 BEG: 1. Tyler Nobles (Hon); 2. Warren Laney (Kaw); 3. Tacey Smith (Hon); 4. Ryan Belks (Hon); 5. Craig Delegal (Kaw).

Bennedum blasts at SDR Scrambles

By Kim McHenry

HARPURSVILLE, NY, FEB. 8

It was Suzuki-mounted, Conklin Cycle Center-sponsored David Bennedum who pulled the holeshot and turned in a flawless ride to win the Vet B class at round seven of the Mud & Snow Scrambles held at SDR Raceway.

When the green flag flew, Bennedum was on the move, closely followed by James McCarthy, Gary Haskell, Rick Holbert and Kendall Brooks. The first three positions stayed the same for the entire race, with most of the excitement coming

80 (7-11): 1. Davi Millsaps (Suz); 2. Bryan Johnson (Suz); 3. Kyle Chisholm (Kaw); 4. Jordan Gooch (Kaw); 5. Dale Kump (Hon).

80 (12-15): 1. Ryan Davis (Kaw); 2. Mike McGourty (Yam); 3. Quinton Bigalow (Yam); 4. Corey Fink (Kaw); 5. Brad Stevenson (Hon).

S/MINI: 1. Ryan Davis (Kaw); 2. Bryan Johnson (Suz); 3. Mike McGourty (Yam); 4. Kyle Chisholm (Kaw); 5. Drew Kain (Kaw).

125 YTH: 1. Ryan Davis (Kaw); 2. Matt Johnson (Yam); 3. Josh Morrison (Hon); 4. Jason Bell (Hon); 5. Pat Good (Suz).

125 BEG: 1. Joey White (Suz); 2. Brad Baldwin (Hon); 3. Matt Mahoney (Kaw); 4. Bryan Hand (Hon); 5. Jesse Boyd (Kaw).

125 A: 1. Cliff Cook (Suz); 2. Jason Fink (Kaw); 3. Sebastian Seamiel (Yam); 4. Matt Myers (Suz); 5. Jason Peres (Suz).

125 B: 1. Buddy Duffy (Yam); 2. Tom Parsons (Kaw); 3. Mike Stevenson (Kaw); 4. Tim Bantle (Kaw); 5. Shawn Pettit (Yam).

125 C: 1. Jason Smith (Suz); 2. Jeremy Freeman (Kaw); 3. Jensen Pardue (Yam); 4. Robert Kong (Yam); 5. Johan Golten (Yam).

250 BEG: 1. Rich Decker (Suz); 2. Robert Acosta (Kaw); 3. Jim Badgett (Kaw); 4. Mike Hooce (Suz); 5. Steve Graves (Hon).

250 B: 1. Buddy Duffy (Yam); 2. Jeremy Shuttleworth (Kaw); 3. Cory Willey (Suz); 4. Robert Stevenson (Kaw); 5. Tim Eggers (Suz).

250 C: 1. Layton Jones (Kaw); 2. Johan Golten (Yam); 3. Brad Crumley (Kaw); 4. Jack Clark (Suz); 5. Jensen Pardue (Hon).

25+: 1. Ricky Hampshire (Hon); 2. Jeff Lampe (Suz); 3. Todd Gardner (Hon); 4. Tim Eggers (Suz); 5. Mike Lampe (Suz).

30+: 1. Tim Eggers (Suz); 2. Willis Brock (Suz); 3. Robert Armstrong (Yam); 4. Benton Smith (Hon); 5. Don Schmulhyl (Yam).

35+: 1. Tim Eggers (Suz); 2. Mike Caiazza (Yam); 3. Robert Armstrong (Yam); 4. John Hauf (Hon); 5. Pat Caiazza (Kaw).

40+: 1. Tom Bragg (Hus); 2. Randy Kelley (Kaw); 3. Mark Cornelia (Hon); 4. Pete Zarcone (Suz); 5. Mike Caiazza (Yam).

50+: 1. Tom Bragg (Hus); 2. Tom Fogg (Yam); 3. Steve Curlec (Suz); 4. Al Gardner (Yam); 5. Robert Dare (Kaw).

WMN: 1. Patty Whitehorse (Suz); 2. Brianna Millsaps (Kaw); 3. Tracey Smith (Hon); 4. Traci Hess (Hon); 5. Ashley Jackson (Kaw).

OPEN MNY: 1. Kelly Smith (KTM); 2. Ronnie Renner (Yam); 3. Ricky Hampshire (Hon); 4. Cliff Cook (Suz); 5. Jason Fink (Kaw).

Rathmann romps at High Grove Hare Scrambles

By Lynn Bailey

HIGH GROVE, TX, FEB. 8

Mud and mayhem were the order of the day at round five of the 1998 AMA Texas Championship Hare Scramble Series, held in High Grove, Texas, and Kawasaki-mounted Steven Rathmann kept it on two wheels as he roosted to a convincing victory in the AA class.

The 1997 Texas Enduro champion, Josh Whitaker, grabbed the early lead, but Rathmann and Kirk Foster eventually took over and pulled away during the shortened afternoon race. Just behind the AA class, Lynn Bailey took the overall victory on his Honda of Houston Racing-sponsored machine, taking his second overall win of the year. The shocker of the day came from Michael Spohn, who quickly found his way into second overall, first 250cc Open A rider, after starting one minute behind the Expert A class. Other A-class excitement came from the Four-Stroke class as Paul Short was shadowed by Stewart Frank for the whole race. Short hung tough for a seven-second victory.

In the chase for the Overall B win, Terry Deck powered his way to a monster victory over Greg Nicholson and Michael Ursin, as they were the only three B-class riders to complete three laps.

The Overall C trophy was kept at home as James Rathmann easily won by three minutes ahead of Over 50 rider Jerry Boren. Boren seemed to crush the spirit of every rider he left in his wake, including numerous Vet and Junior competitors, but he could not catch Rathmann.

Cherie Lara led the way and showed the competition in the Women's class just how to get through the mud by edging out Myra Blair. Houston Supercross star Derek Osborn pointed his KTM in the right direction and pulled the trigger to win the 50cc class.

Results

AA: 1. Steven Rathmann (Kaw); 2. Kirk Foster (Yam); 3. Josh Whitaker (Hon).

O/A A: Lynn Bailey (Hon).

O/A B: Terry Deck (Kaw).

O/A C: James Rathmann (Kaw).

A EX: 1. Al Cravens (Kaw); 2. Kelly Crenshaw (Yam); 3. Dan Sell (KTM); 4. Jeremy Ahlan (Yam); 5. David Campbell (Hon).

50: 1. Derek Osborn (KTM); 2. Ryan Clark (Yam); 3. Jamie Whitmire (Suz); 4. Kyle Owens (KTM).

80: 1. Steven Klaus (Hon); 2. Jason Jones (Suz); 3. Martin Howell (Kaw).

200 A: 1. Duggan Hartzog (Kaw); 2. Jimmy White (Kaw); 3. Matt Landrum (Kaw); 4. Archie Taliaferro (Hon).

200 B: 1. Mike Walker (Kaw); 2. Greg Lener (Hon).

200 C: 1. Gary Girnus (Kaw); 2. Michael Ingle (Kaw); 3. Jeffrey Kaiser (Kaw); 4. Jeff Hardin (Kaw); 5. Jason Hardin (Kaw).

250-OPEN A: 1. Michael Spohn (Suz); 2. Bryan Weaver (Kaw); 3. Joe Eastep (Kaw); 4. Drew Dunbar (KTM); 5. Bryan Helford (Hon).

250-OPEN B: 1. Greg Nicholson (Yam); 2. Brian Cecil (Kaw); 3. Justin Goertz (Yam); 4. Troy Barrows (Hon); 5. Lynn Stafford (Yam).

OPEN C: 1. Denver Posey (Hon); 2. Brian Hewett (Suz); 3. Henry Taylor (Hon); 4. Joseph Jones (Hon); 5. Kevin Jackson (Suz).

30+ A: 1. Lee Upton (Kaw); 2. Chris Wicker (Yam); 3. Blake Haynes (Hon); 4. Tripp Glenn (Yam); 5. Joey Hardin (Kaw).

30+ B: 1. Michael Ursin (KTM); 2. Allen Harmon (Hon); 3. Ace Burt (Kaw); 4. Joe Walton (KTM); 5. Paul Otto (KTM).

30+ C: 1. Brad Kendrick (Kaw); 2. Darryl Norris (Hon); 3. Lon Plumpton (Suz); 4. Greg Loughmiller (Kaw); 5. Tony Costanzi (Kaw).

40+ A: 1. Charles Laurence (Yam); 2. Paul Moyer (Yam); 3.

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40+ C: 1. Mike Prokop Sr. (Hon); 2. Mike Stanley (Hon); 3. Tom Johnson (KTM); 4. Kevin Monohall (Hon); 5. Greg Myers (Hon).

50+ A: 1. Jerry Boren (Yam); 2. Kerry Whitaker (Hon); 3. Howard Love (Hon); 4. Herb Fish (Kaw); 5. Bill Chedsey (Hon).

60+: 1. Daniel Grice (Kaw); 2. Dustin Lara (Kaw); 3. Zachary Pennington (Kaw); 4. Chris Jespersen (Kaw).

4-STRK A: 1. Paul Short (Hon); 2. Stewart Frank (Hon); 3. Jerry Sparrow (Hon); 4. John Meskey (Hon).

4-STRK B: 1. Russell Gourley (Hon); 2. Tom Bailey (Hon); 3. James Fraley (Kaw); 4. Dan Cocking (Kaw).

SPTSMN: 1. Brian Johnson (KTM); 2. Don Murphy (Hon); 3. Shawn Lindemann (KTM); 4. Kevin Counsil (Yam); 5. James Parry (Suz).

JR BOYS: 1. Scott Roegner (Suz); 2. David Howell (Kaw); 3. David Turnage (Kaw); 4. Trey Chote (Kaw).

WMN: 1. Cherie Lara (Kaw); 2. Myra Blair (Kaw); 3. Lorie Whitmire (Kaw).

DeVries sweeps Canadian AX

By Garry Radford

ABBOTSFORD, BC, CANADA, JAN. 17

Brett DeVries was the big winner at round one of the 1998 Canadian National Arenacross Championship Series. Former National Champion DeVries captured both the 125 and 250cc Expert main events and took home more than \$1200 in prize money.

In 125cc qualifying, DeVries won the first heat with little competition from the rest of the pack. Local Vet rider John Verdonk had his Suzuki flying out of the gate in heat two and held on for the win over the hard-charging Darrel Martens. Kawasaki-mounted Lee Coutts won the fast-paced last-chance qualifier.

As the gate dropped for the start of the 125cc Expert main, it was DeVries grabbing the holeshot, while Martens stuffed his Honda under Darcy Lange in the first turn for second. Unlucky Shawn McDougall took a heavy spill off of the large tabletop jump, taking himself out of the action. Martens fell on the second lap, allowing Lange, Coutts and Verdonk to motor by. Martens was soon up and going again, and started to put pressure on the lead group. By the halfway point of the 15-lap main, DeVries was long gone and cruising to the win, while Lange held on to second place and Martens worked his way back up to third. Coutts looked to have fourth place sewn up until his bike seized near the end.

In the 250cc class, DeVries and Martens took both qualifiers while Stan Sloboda took the last-chance qualifier. As the 10-rider pack headed around the first turn in the main event, Sloboda was at the head of the pack, closely followed by Reagan Sieg, Martens, DeVries and Shawn Galbraith. Sloboda was riding a great race at the front of the field, while DeVries seemed to be content to circulate in fourth place for the first few laps, hoping something would happen up front. Something did happen up front - Martens crashed again, this time into the back of Sieg's Yamaha over a double jump. Martens quickly remounted to join the race.

Once Martens was out of the way, DeVries began closing in on Sieg. Sloboda continued to lead, although he was visibly slowing down, especially through the whoops. DeVries blasted past Sieg and turned up the pace to move up to challenge Sloboda for the lead. Sloboda made a mistake in the whoops and DeVries was close enough to take the lead without any retaliation from Sloboda. DeVries quickly put some distance on the rest of the pack and held on for the win over Martens, who had made huge gains to get up to second place. Sieg finished third, a tiring Sloboda held on for fourth, and American off-roader David Lykke came home in fifth. **CN**

Results

50: 1. Shayne Hayward (KTM); 2. Shawn Miller (Lem); 3. Billy Laininger (Lem); 4. Dalton Whynacht (Lem); 5. Blake Clarke (KTM).

65: 1. Kyle Beaton (Kaw); 2. Brady Sheren (Kaw); 3. Ben Granfield (Kaw); 4. Geoffrey Trigg (Kaw); 5. Brian Elliot (Kaw).

85 A: 1. Brendan Sopel (Yam); 2. Dustin Klatt (Hon); 3. Terrance Pelletier (Yam); 4. Chris Linwood (Yam); 5. Ben Linwood (Yam).

125 NOV: Andreas Tschurtschenthaler (Suz); 2. Geoff MacGregor (Kaw); 3. Dustin Van Biert (Yam); 4. Terrance Pelletier (Yam); 5. Edward Van Laar (Yam).

125 INT: 1. Joey Sutherland (Suz); 2. Franzi Tschurtschenthaler (Suz); 3. Brad McLean (Yam); 4. Mike Hayes (Yam); 5. Kyle Van Dyken (Yam).

125 EX: 1. Brett DeVries (Yam); 2. Darcy Lange (Kaw); 3. Darrel Martens (Hon); 4. John Verdonk (Suz); 5. Reagan Sieg (Yam).

250 NOV: 1. Ryan Dessau (Suz); 2. Paul Palmer (Hon); 3. Brad Dahl (Yam); 4. Ken Losch (Yam); 5. Jeff Watson (Yam).

250 INT: 1. Jebb Goodwin (Kaw); 2. Dustin Lange (Hon); 3. Lowell Fretz (Hon); 4. Mark Dobie (Hon); 5. Jim Ralph (Hon).

250 EX: 1. Brett DeVries (Yam); 2. Darrel Martens (Hon); 3. Reagan Sieg (Yam); 4. Stan Sloboda (Hon); 5. David Lykke (Yam).

24+: 1. Brian Slegers (TM); 2. Buddy Caron (Suz); 3. Bill Lawrence (Kaw); 4. Mike Griffiths (Kaw); 5. Wayne Jones (Kaw).

29+: 1. John Verdonk (Suz); 2. Lowell Fretz (Hon); 3. Allan Snow (Suz); 4. Trevor Turner (Kaw); 5. Todd Greenan (Hon).

39+: 1. Jim Ralph (Hon); 2. Doug Teramoto (Hon); 3. Jay Unrau (Hon); 4. Paul Galbraith (Hon); 5. Laurence St. Pierre (Kaw).

WMN: 1. Mary Ann Message (Hon); 2. Lorice Begin (Hon); 3. Renee Turner (Kaw).



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Event Schedule

Thursday

SIGN-UP & PRACTICE

Friday & Saturday

AMATEUR RACING

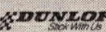
Sunday

AMATEUR & PRO

RACING

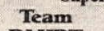
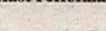
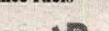
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CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. FAX - 714-436-9574

World Championship

Road Race Series

- 3/29 Shah Alam, Malaysia, Rnd 1
- 4/5 Suzuka, Japan, Rnd 2
- 4/19 Sentul, Indonesia, Rnd 3
- 5/3 Jerez, Spain, Rnd 4
- 5/17 Mugello, Italy, Rnd 5
- 5/31 Le Castellet, France, Rnd 6
- 6/14 Estoril, Portugal, Rnd 7
- 6/27 Assen, Holland, Rnd 8
- 7/5 Donington Park, England, Rnd 9
- 7/19 TBA, Germany, Rnd 10
- 8/23 Brno, Czech Republic, Rnd 11
- 9/6 Imola, Italy, Rnd 12
- 9/20 Barcelona, Spain, Rnd 13
- 10/4 Phillip Island, Australia, Rnd 14
- 10/18 Jacarepagua, Brazil, Rnd 15
- 10/25 Buenos Aires, Argentina, Rnd 16

World Superbike

Championship Series

- 3/22 Phillip Island, Australia, Rnd 1
- 4/13 Donington Park, GB, Rnd 2
- 5/10 Monza, Italy, Rnd 3
- 5/24 Albacete, Spain, Rnd 4
- 6/7 Nurburgring, Germany, Rnd 5
- 6/21 Misano, San Marino, Rnd 6
- 7/5 Interlagos, Brazil, Rnd 7
- 7/12 Monterey, California, Rnd 8
- 8/2 Brands Hatch, England, Rnd 9
- 8/30 A-1 Ring, Austria, Rnd 10
- 9/6 Assen, Holland, Rnd 11
- 9/27 (or Oct 18), Sentul, Indonesia, Rnd 12
- 10/4 Sugo, Japan, Rnd 13
- 10/11 Shah Alam, Malaysia, Rnd 14

World Endurance

Championship

- 4/19 Le Mans, France, Rnd 1
- 6/28 TBA, England, Rnd 2
- 7/12 Spa, Belgium, Rnd 3
- 7/26 Suzuka, Japan, Rnd 4
- 9/13 Le Castellet, France, Rnd 5

World Trial Championship

- 3/28-29 Silleda, Spain, Rnds 1, 2
- 4/18-19 Hawkstone Park, England, Rnds 3, 4
- 4/25-26 San Marino, Rnds 5, 6
- 5/23-24 Nepomuk, Czech Republic, Rnds 7, 8
- 5/30-31 Kiefersfelden, Germany, Rnds 9, 10
- 6/20-21 Chaumont, Belgium, Rnds 11, 12
- 6/27-28 Virieu-le-Grand, France, Rnds 13, 14
- 7/4-5 Sant Julia, Andorra, Rnds 15, 16
- 8/8-9 Helsinki, Finland, Rnds 17, 18
- 8/15-16 Hvervenbukta-Oslo, Norway, Rnds 19, 20

Trials des Nations

- 9/20 Valmalenco, Italy

World 125cc Motocross

Championship

- 3/22 Jogyakarta, Indonesia, Rnd 1
- 4/5 Saquarema, Brazil, Rnd 2
- 4/19 Bellpuig, Spain, Rnd 3
- 5/17 Orehova Vas, Slovakia, Rnd 4
- 5/24 Donington Park, England, Rnd 5
- 6/7 Nismes, Belgium, Rnd 6
- 6/14 San Marino, Rnd 7
- 6/28 Montevarchi, Italy, Rnd 8
- 7/12 Launsdorf, Austria, Rnd 9
- 7/19 Oss, Holland, Rnd 10
- 8/9 Chateau-du-Loir, France, Rnd 11
- 8/23 Bielstein, Germany, Rnd 12

World 250cc Motocross

Championship

- 3/29 Talavera, Spain, Rnd 1
- 4/5 Agueda, Portugal, Rnd 2
- 4/19 Valkenswaard, Holland, Rnd 3
- 4/26 Villars-Ecot, France, Rnd 4
- 5/10 Leuven, Europe, Rnd 5
- 5/24 Donington Park, England, Rnd 6
- 6/7 Asti, Italy, Rnd 7
- 6/14 Jinin, Czech Republic, Rnd 8
- 6/28 Bandung, Indonesia, Rnd 9
- 7/19 Maracay, Venezuela, Rnd 10
- 7/26 Belo Horizonte, Brazil, Rnd 11
- 8/9 Teutschenthal, Germany, Rnd 12
- 8/16 Mol, Belgium, Rnd 13
- 8/30 Gdynia, Poland, Rnd 14
- 9/6 Roggenburg, Switzerland, Rnd 15
- 9/13 Megalopolis, Greece, Rnd 16

World 500cc Motocross

Championship

- 4/5 Mantova, Italy, Rnd 1
- 4/19 Payerne, Switzerland, Rnd 2
- 4/26 Schwanenstadt, Austria, Rnd 3
- 5/10 Vasteras, Sweden, Rnd 4
- 5/17 Vantaa, Finland, Rnd 5
- 6/7 Osuna, Spain, Rnd 6
- 6/21 Loket, Czech Republic, Rnd 7
- 6/28 Sverepcek, Slovakia, Rnd 8
- 7/19 Ernee, France, Rnd 9
- 8/2 Namur, Belgium, Rnd 10
- 8/9 Rhenen, Holland, Rnd 11
- 8/30 Wachttersbach, Germany, Rnd 12

Motocross des Nations

- 9/27 Foxhill, England

World Individual Speedway

Championship

- 5/15 Prague, Czech Republic, Rnd 1
- 6/5 Pocking, Germany, Rnd 2
- 6/19 Vojens, Denmark, Rnd 3
- 8/7 Bradford, England, Rnd 4
- 8/28 Linkoping, Sweden, Rnd 5
- 9/18 Bydgoszcz, Poland, Rnd 6

AMA/MBNA Superbike Series

- 3/4-8 Daytona Beach, FL, Rnd 2
- 4/17-19 Monterey, CA, Rnd 3
- 4/24-26 Rosamond, CA, Rnd 4
- 5/1-3 Sonoma, CA, Rnd 5
- 5/29-31 Braselton, GA, Rnd 6
- 6/12-14 Elkhart Lake, WI, Rnd 7
- 6/19-21 Loudon, NH, Rnd 8
- 7/17-19 Lexington, OH, Rnd 9
- 7/31-8/2 Brainerd, MN, Rnd 10
- 8/7-9 Joliet, IL, Rnd 11
- 9/4-6 Fountain, CO, Rnd 12
- 10/2-4 Las Vegas, NV, Rnd 13

AMA Supercross Series

- 2/28 Tampa, FL, Rnd 8
- 3/7 Daytona Beach, FL, Rnd 9
- 3/14 New Orleans, LA, Rnd 10
- 3/21 Minneapolis, MN, Rnd 11
- 3/28 St. Louis, MO, Rnd 12
- 4/4 Pontiac, MI, Rnd 13
- 4/18 Charlotte, NC, Rnd 14
- 4/25 Dallas, TX, Rnd 15
- 5/2 Las Vegas, NV, Rnd 16

AMA National MX Series

- 5/10 San Bernardino, CA, Rnd 1
- 5/17 Sacramento, CA, Rnd 2
- 5/24 Mount Morris, PA, Rnd 3
- 6/21 Budds Creek, MD, Rnd 4
- 6/14 Southwick, MA, Rnd 5
- 7/5 Buchanan, MI, Rnd 6
- 7/19 New Berlin, NY, Rnd 7
- 7/26 Troy, OH, Rnd 8
- 8/2 Washougal, WA, Rnd 9
- 8/16 Millville, MN, Rnd 10
- 8/30 Binghamton, NY, Rnd 11
- 9/6 Delmont, PA, Rnd 12

AMA/PJ1 National

Arenacross Series

- 2/27-3/1 Sacramento, CA, Rnd 12
- 3/13-15 San Francisco, CA, Rnd 13
- 3/20-22 Salt Lake City, UT, Rnd 14

AMA National

Hare Scrambles Series

- 4/5 Hurricane Mills, TN, Rnd 3
- 4/19 Good Springs, PA, Rnd 4
- 7/19 Tillamook, OR, Rnd 5
- 9/13 Millfield, OH, Rnd 6
- 9/20 Park Hills, MO, Rnd 7
- 10/4 Lynnville, IN, Rnd 8
- 10/18 Tulsa, OK, Rnd 9

AMA Grand National

Cross Country Series

- 3/2-3 Okeechobee, FL
- 3/7-8 Macon, GA
- 3/21-22 Cross Keys, SC
- 4/4-5 Hurricane Mills, TN
- 4/25-26 Clarksburg, WV
- 5/9-10 Elizabeth, WV
- 5/16-17 Brownsville, PA
- 6/6-7 Manahawkin, NJ
- 7/11-12 Boyers, PA
- 9/12-13 Millfield, OH
- 10/10-11 Lisbon, OH
- 10/24-25 Crawfordsville, IN

AMA National Championship

Hillclimb Series

- 5/17 Middlebury, IN, Rnd 1
- 6/7 Jefferson, PA, Rnd 2
- 6/14 Steel City, PA, Rnd 3
- 6/21 Avoca, NY, Rnd 4
- 7/18 Nashville, IN, Rnd 5
- 7/25 Haydenville, OH, Rnd 6
- 8/2 Norton Shores, MI, Rnd 7
- 8/16 Dansville, NY, Rnd 8
- 9/13 Steel City, PA, Rnd 9
- 9/20 Middlebury, IN, Rnd 10
- 9/27 Jefferson, PA, Rnd 11
- 10/11 Oregonia, OH, Rnd 12

AMA Grand National

Championship Series

- 3/7 Daytona Beach, FL, Rnd 1
- 5/16 Harrington, DE, Rnd 2
- 5/24 Springfield, IL, Rnd 3
- 5/30 LaSalle, IL, Rnd 4
- 6/20 Mineralwells, WV, Rnd 5
- 6/27 Lima, OH, Rnd 6
- 7/4 TBA, Rnd 7
- 7/11 Du Quoin, IL, Rnd 8
- 7/18 Oklahoma City, OK, Rnd 9
- 7/25 Rossburg, OH, Rnd 10
- 8/2 Peoria, IL, Rnd 11
- 8/5 Rapid City, SD, Rnd 12

AMA Acerbis National

Enduro Series

- 3/15 Phoenix, AZ
- 3/29 Belleplain, NJ
- 5/3 Wellston, OH
- 5/17 New Waverly, TX
- 5/24 McArthur, OH
- 6/7 Bellingham, WA
- 6/28 Akeley, MN
- 7/12 West Greenwich, RI
- 8/9 Divide, CO
- 8/23 Indian River, MI

AMA/NATC National

Championship Trials Series

- 3/14 Brooksville, FL, Rnd 1
- 3/15 Brooksville, FL, Rnd 2
- 3/21 Sequatchie, TN, Rnd 3
- 3/22 Sequatchie, TN, Rnd 4
- 4/18 Temecula, CA, Rnd 5
- 4/25 Washougal, WA, Rnd 6
- 4/26 Washougal, WA, Rnd 7
- 8/1 Duluth, MN, Rnd 8
- 8/2 Duluth, MN, Rnd 9
- 8/8 Flagstaff, AZ, Rnd 10
- 8/11 Flagstaff, AZ, Rnd 11

AMA Western National

Four-Stroke MX Series

- 4/18-19 Phoenix, AZ
- 5/23-24 Redding, CA
- 5/30-31 Yakima, WA
- 6/6-7 Salt Lake City, UT
- 6/27-28 Denver, CO
- 7/11-12 Boise, ID
- 8/8-9 Albany, OR
- 8/23-24 Ward Creek, WA
- 9/5-6 Whitney, TX

AMA Sound of Thunder

Amateur Challenge Series

- 4/4 Redding, CA
- 4/18 Phoenix, AZ
- 5/30 Yakima, WA
- 6/6 Salt Lake City, UT
- 6/27 Denver, CO
- 7/11 Boise, ID
- 8/8 Albany, OR
- 8/23 Ward Creek, WA

AMA U.S. Eastern

Motocross Spring Series

- 3/8 Sanford, NC
- 3/15 Axton, VA
- 3/22 Danville, VA
- 3/29 Dillwyn, VA
- 4/12 Elizabeth City, NC
- 4/26 Danville, VA
- 5/3 East Bend, NC
- 5/17 Reidsville, NC
- 5/24 Elizabeth City, NC
- 5/31 Dillwyn, VA

Ballzee Aggressive Wear Grand

Championship MX Series

- 6/7 Danville, VA
- 6/14 Dillwyn, VA
- 6/21 Sanford, NC
- 7/5 Axton, VA
- 7/12 East Bend, NC
- 7/19 Reidsville, NC
- 7/26 Danville, VA
- 8/9 Elizabeth City, NC
- 8/23 Danville, VA
- 9/19 Danville, VA

AMA U.S. Eastern Motocross

Fall Series

- 8/30 Dillwyn, VA
- 9/6 Reidsville, NC
- 9/13 Elizabeth City, NC
- 9/19 Danville, VA
- 9/27 Sanford, VA
- 10/4 East Bend, NC
- 10/11 Danville, VA
- 10/18 Dillwyn, VA
- 10/25 Elizabeth City, NC
- 11/8 Axton, VA

AMA Texas Championship

Hare Scrambles Series

- 3/8 Fort Hood, TX
- 3/29 Montgomery, TX
- 4/26 TBA
- 6/7 Rockne, TX
- 6/21 Fort Hood, TX
- 7/26 Conroe, TX

3/30 TBA
10/11 Altair, TX
1/8 TBA
2/6 Fort Hood, TX
Info: 409/732-9171

AMA United States Mega Series

3/7-8 Blountville, TN
3/14-15 Society Hill, SC
3/21-22 Blountville, TN
4/5 Blountville, TN
4/26 Wytheville, VA
5/2-3 Blountville, TN
5/10 London, KY
5/6-7 Blountville, TN
7/4-5 Beckley, WV
7/10-11 Blountville, TN
7/19 Wytheville, VA
9/6 London, KY
9/26-27 Sevierville, TN
10/3-4 London, KY
10/16-18 Blountville, TN
Info: 423/323-5497

AMA Carolina Ultra Series

2/28-3/1 Society Hill, SC
3/15 Society Hill, SC
3/29 Chesterfield, SC
4/11-12 Forest City, NC
5/17 Forest City, NC
5/31 Iron Station, NC
6/27-28 Reidsville, NC
8/30 Iron Station, NC
9/20 Columbus, NC
10/11 Chesterfield, SC
10/31-11/1 Society Hill, SC
Info: 423/323-5497

AMA/District 10 Daniel Boone Shelton Series

3/14-15 London, KY
3/28-29 London, KY
4/11 London, KY
4/19 Clay City, KY
4/25-26 London, KY
5/9-10 London, KY
5/23-24 London, KY
6/6-7 Muddycreek, TN
7/5 London, KY
7/18 London, KY
8/15 Leitchfield, KY
8/22 London, KY
9/5-6 London, KY
9/26-27 Dollywood, TN
10/3-4 London, KY
10/25 London, KY
Info: 606/877-1364

AMA Eastern Four Stroke National

9/19-20 Danville, VA
9/26-27 Buchanan, MI
10/3-4 London, KY
10/10-11 Casey, IL
10/17-18 Blountville, TN
11/7-8 Society Hills, SC
Info: 606/877-1364

AMA National Hare and Hound Series

3/22 Murphy, ID
4/4 Jericho, UT
4/26 Lucerne, CA
9/12 Wells, NV
9/27 Yerington, NV
10/25 Lucerne Valley, CA
Info: 304/284-0084

AMA National Reliability Enduro Series

Western Region
5/30 Idaho City, ID
5/31 Idaho City, ID
6/6 Bellingham, WA
6/7 Bellingham, WA

Central Region

5/16 New Waverly, TX
5/17 New Waverly, TX
6/20 Hurricane Mills, TN
6/21 Hurricane Mills, TN

Eastern Region

5/23 McArthur, OH
5/24 McArthur, OH
6/20 Hurricane Mills, TN
6/21 Hurricane Mills, TN

Championship Finale

6/20-21 Hurricane Mills, TN
Info: 304/284-0084

AMA/District 36 Vintage Dirt Track Championship Series

4/4 Lodi, CA, Rnds 1, 2
4/5 Lodi, CA, Rnds 3, 4
4/11 Lodi, CA, Rnds 5, 6
4/18 Lodi, CA, Rnds 7, 8
4/25 Lodi, CA, Rnd 9
5/2 Lodi, CA, Rnds 10, 11
5/9 Newman, CA, Rnd 12
5/16 Newman, CA, Rnd 13
5/30 Lodi, CA, Rnds 14, 15
6/6 Lodi, CA, Rnds 16, 17
6/13 Lodi, CA, Rnds 18, 19
6/20 Newman, CA, Rnd 20

6/27 Newman, CA, Rnd 21
7/11 Lodi, CA, Rnds 22, 23
7/18 Newman, CA, Rnd 24
7/25 Newman, CA, Rnd 25
8/8 Lodi, CA, Rnds 26, 27
8/15 Lodi, CA, Rnds 28, 29
8/22 Lodi, CA, Rnds 30, 31
9/19 Lodi, CA, Rnds 32, 33
10/3 Lodi, CA, Rnds 34, 35
10/10 Lodi, CA, Rnds 36, 37
10/17 Lodi, CA, Rnds 38, 39
10/24 Lodi, CA, Rnd 40
Info: 209/369-1667 or 209/368-7809

AMA/District 36 Amateur/Youth Dirt Track C'ship Series

4/4 Lodi, CA, Rnds 1, 2
4/5 Lodi, CA, Rnds 3, 4
4/11 Lodi, CA, Rnds 5, 6
4/18 Lodi, CA, Rnds 7, 8
4/25 Lodi, CA, Rnd 9
5/2 Lodi, CA, Rnds 10, 11
5/9 Newman, CA, Rnd 12
5/16 Newman, CA, Rnd 13
5/30 Lodi, CA, Rnds 14, 15
6/6 Lodi, CA, Rnds 16, 17
6/13 Lodi, CA, Rnds 18, 19
6/20 Newman, CA, Rnd 20
6/27 Newman, CA, Rnd 21
7/11 Lodi, CA, Rnds 22, 23
7/18 Newman, CA, Rnd 24
7/25 Newman, CA, Rnd 25
8/8 Lodi, CA, Rnds 26, 27
8/15 Lodi, CA, Rnds 28, 29
8/22 Lodi, CA, Rnds 30, 31
9/19 Lodi, CA, Rnds 32, 33
10/3 Lodi, CA, Rnds 34, 35
10/10 Lodi, CA, Rnds 36, 37
10/17 Lodi, CA, Rnds 38, 39
10/24 Lodi, CA, Rnd 40
Info: 209/368-7182 or 209/463-6224

AMA/District 36 Championship Enduro Series

3/8 Clear Creek, CA, Rnd 2
4/18 Navarro, CA, Rnd 3
4/25 Foresthill, CA, Rnd 4
5/3 Georgetown, CA, Rnd 5
6/14 Long Barn, CA, Rnd 6
10/11 Shasta Dam, CA, Rnd 7
10/18 Stonyford, CA, Rnd 8
10/25 Elkins Flat, CA, Rnd 9
10/31 Upper Lake, CA, Rnd 10
11/8 Stonyford, CA, Rnd 11
11/15 Ballinger Canyon, Rnd 12
Info: 408/281-3805

AMA/District 36 Family Enduro Series

3/7 Clear Creek, CA
4/25 Foresthill, CA
5/31 Omo Ranch, CA
11/14 Foresthill, CA
11/22 Stonyford, CA
Info: 408/281-3805

AMA/District 37 Dual Sport Ride Series

3/7-8 Death Valley, CA
3/15 San Bernardino, CA
3/29 Newhall, CA
4/25-26 Cantil, CA
5/17 Mojave, CA
6/28 Rancho Cucamonga, CA
7/18-19 Sequoia National Forest, CA
8/1-2 Mammoth Lakes, CA
8/8-9 Big Bear Lake, CA
8/29-30 Bass Lake, CA
9/27 Silverwood Lake, CA
10/3-4 Ridgecrest, CA
10/17-18 Mesquite, NV
10/31-11/1 Ridgecrest, CA
11/15 Riverside, CA
11/27-28 LA-Barstow-Las Vegas
12/27 Cantil, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

Team Dual Dogs/KTM/Galpin Ford Calif. Dual Sport Series

3/22 Temecula, CA
4/12 Santa Barbara, CA
5/2-3 Frazier Park, CA
6/6-7 Lake Isabella, CA
10/31-11/1 California Hot Springs, CA
11/22 Newhall, CA
1/2-3/99 Mojave, CA
Info: 805/701-1913

AMA/District 37 Big 6 GP Series

2/29-3/1 San Bernardino, CA
4/4-4/5 Twentynine Palms, CA
5/2-5/3 Palmdale, CA
10/3-10/4 San Bernardino, CA
10/31-11/1 Gorman, CA
Info: 619/251-3489 or 562/428-4971

AMA Mid-South Winter Hare Scrambles Series

3/22 Cadiz, KY
3/29 Dickson, TN
Info: 615/859-0873

AMA Florida Flat Track Series

2/27 Savannah, GA
2/28 St. Augustine, FL
3/1 Barberville, FL
3/3 Tampa, FL
3/5 Barberville, FL
3/6 Daytona Beach, FL
3/7 Daytona Beach, FL

AMA/Districts 37&38 Flat Track Series

3/15 Temecula, CA
4/19 Temecula, CA
6/13 Temecula, CA
7/18 Temecula, CA
8/15 Temecula, CA
9/19 Temecula, CA
10/10 Del Mar, CA
10/17 Temecula, CA
11/14 Temecula, CA
Info: 619/277-1591

AMA Hot Shoe Series

2/27 Savannah, GA
3/1 DeLeon Springs, FL
3/6 Daytona Beach, FL
6/6 Dayton, OH
6/7 Peoria, IL
8/1 Peoria, IL
8/28 Greenville, OH
9/4 Castle Rock, WA
9/5 Castle Rock, WA
9/5 Springfield, IL
Info: 614/891-2425

AHRMA Progressive Suspension Historic Cup Series

2/27 DeLand, FL
3/2-3 Daytona Beach, FL
4/25-26 Sonoma, CA
5/2-3 Rosamond, CA
6/6-7 Elkhart Lake, WI
6/20-21 Grattan, MI
7/11-12 Lexington, OH
8/1-2 Faulkville, GA
8/22-23 Braselton, GA
9/19 Steamboat Springs, CO
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA SOS/BOT/ Sound of Thunder Series

2/27 DeLand, FL
3/2-3 Daytona Beach, FL
4/25-26 Sonoma, CA
5/2-3 Rosamond, CA
6/6-7 Elkhart Lake, WI
6/20-21 Grattan, MI
7/11-12 Lexington, OH
8/1-2 Faulkville, GA
8/22-23 Braselton, GA
9/19-20 Steamboat Springs, CO
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA Speed & Sport Vintage Motocross Series

2/28 Ocala, FL
4/5 Perris, CA
4/26 Sonoma, CA
5/16 Casey, IL
6/6 Elkhart Lake, WI
6/20 Grattan, MI
7/11 Lexington, OH
8/15 Southwick, MA
8/29 Tyler, TX
9/18 Steamboat Springs, CO
9/26 Peoria, IL
10/18 Hollister, CA
11/8 Tulare, CA
Info: 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series

3/3 Daytona Beach, FL
3/5 Barberville, FL
5/2 Rosamond, CA
5/2 Budds Creek, MD
5/16 Hanford, CA
5/24 Port Royal, PA
6/12 Cumberland, MD
7/9 Indianapolis, IN
7/10 Ashland, OH
7/25 Weedsport, NY
8/1 Savannah, GA
8/21 Lavonia, GA
8/29 Athens, OH
9/4 Castle Rock, WA
9/16 Hayden, CO
9/27 Sacramento, CA
10/10 Peoria, IL
10/10 Del Mar, CA
Info: 715/842-9699

AHRMA Speed & Sport Vintage Trials Series

3/1 Ocala, FL
4/25 Sonoma, CA
5/3 Rosamond, CA
5/10 Collins, MO
5/17 Casey, IL
6/7 Elkhart Lake, WI
6/21 Grattan, MI

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 - VP Racing Fuel
 - Motorsports News
 - VSK Racing
 - Pomona Valley Kawasaki
 - 1000 Oaks Yamaha
 - Holiday Inn
 - The Tire Store
 - Dick Allen MC
 - Coca Cola
 - 30 Min. Photo
 - Larry Lilley Honda

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MARCH 8 at
LACR

#3
MOTOCROSS
MARCH 22 at
LACR

#2
BANDIDO GP
MARCH 15 at
LACR

#4
MOTOCROSS
MARCH 29 at
EDWARDS AFB

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CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. FAX - 714-436-9574

7/12 Lexington, OH
8/16 Norden, CA
8/23 Braselton, GA
9/17 Steamboat Springs, CO
9/27 Peoria, IL
10/3 Millersville, AL
10/10 White City, IL
10/17 Hollister, CA
Info: 715/842-9699

**AHRMA Dixie Cup
Roadrace Series**

2/27 Deland, FL
3/2-3 Daytona Beach, FL
8/1-2 Faulkville, GA
8/22-23 Braselton, GA
10/3-4 Talladega, AL
Info: 715/842-9699

**AHRMA Masters of the
Midwest Roadrace Series**

6/6-7 Elkhart Lake, WI
6/20-21 Grattan, MI
7/11-12 Lexington, OH
Info: 715/842-9699

**AHRMA Pacific Crown
Roadrace Series**

4/25-26 Sonoma, CA
5/2-3 Rosamond, CA
Info: 715/842-9699

**AHRMA Midwest Regional
MX Series**

4/11 Bedford, KY
4/25-26 Wappela, IL
5/9 Collins, MO
7/25 Lamoni, IA
8/8 Logan, OH
8/22 Belding, MI
9/5 Linnville, OH
10/3 Denmark, WI
10/24 Casey, IL
Info: 920/684-4331

**AHRMA Northeast Regional
Hare Scrambles Series**

6/28 Plymouth, PA
9/20 Plymouth, PA
Info: 717/675-1814

**AHRMA Northeast Regional
MX Series**

5/17 Berwick, PA
5/24 Mexico, NY
6/6-7 Lampster, NH
7/11 Budds Creek, MD
8/15 Southwick, MA
8/23 TBA
9/6 Englishtown, NJ
9/26 Binghamton, NY
10/10 Clifford, PA
Info: 914/429-9465

**AHRMA Northwest Regional
MX Series**

3/15 Brentwood, CA
4/12 Marin County, CA
4/26 Sonoma, CA
5/17 Fernley, NV
6/14 Phillipsville, CA
6/28 Eugene, OR
7/19 Carson City, NV
8/15 Soda Springs, CA
10/18 Hollister, CA
11/8 Tulare, CA
Info: 408/663-4014

**AHRMA Rocky Mountain
Regional MX Series**

3/29 Grand Junction, CO
5/3 Casper, WY
5/17 Berthoud, CO
6/14 Price, UT
7/26 Colorado Springs, CO
8/23 Johnstown, CO
9/20 Craig, CO
9/27 Berthoud, CO
Info: 970/879-6651

**AHRMA South Atlantic
MX Series**

3/15 Macon, GA
6/7 Sales Creek, TN
7/25 Bremen, GA
10/17 Palmetto, GA
Info: 770/986-3213

**AHRMA Southeast Regional
GP Series**

4/12 Palmetto, GA
7/26 Bremen, GA
10/18 Palmetto, GA
Info: 770/986-3213

**AHRMA Southeast Regional
MX Series**

2/28 Ocala, FL
3/2 Reddick, FL
4/26 Bremen, GA
5/3 Sales Creek, TN
7/25 Bremen, GA
8/9 Woodbine, GA
8/23 Reddick, FL
Info: 770/986-3213

**AHRMA Southwest
Regional MX Series**

3/22 Gorman, CA
4/5 Perris, CA
4/19 Lemon Grove, CA
5/31 Carlsbad, CA
6/21 Lemon Grove, CA
8/1 Perris, CA
9/27 Carlsbad, CA
11/8 Tulare, CA
11/22 TBA
Info: 909/929-6772

**AHRMA Western Regional
Dirt Track Series**

4/4 Tulare, CA
4/19 Temecula, CA
5/16 Hanford, CA
6/13 Chowchilla, CA
6/14 Lodi, CA
10/3 Tulare, CA
10/4 Lodi, CA
10/10 Del Mar, CA
10/24 Tulare, CA
Info: 818/992-5343

SERA Enduro Series

3/1 Kirby, AR
3/22 Fort Polk, LA
4/5 Forest Hills, LA
4/26 Clanton, AL
5/3 Wiggins, MS
5/17 Saucier, MS
5/31 Laurel, MS
6/14 Goodman, MS
8/9 Breezy Hill, LA
9/13 Rockford, AL
9/27 New Augusta, MS
10/11 Odenville, AL
11/1 Maplesville, AL
Info: 205/980-5191

SERA Hare Scrambles Series

3/8 Wiggins, MS
6/28 Huntsville, AL
7/19 Rockford, AL
9/6 Fort Polk, LA
9/26 New Augusta, MS
12/6 Maplesville, AL
1/3 Saucier, MS
1/17 Maplesville, AL
2/7 Odenville, AL
Info: 504/665-0313

**CCS/Championship Cup
Road Racing Series**

Florida Region
2/25-3/1 Daytona Beach, FL
3/22 West Palm Beach, FL
4/26 West Palm Beach, FL
5/25 West Palm Beach, FL
6/28 West Palm Beach, FL
7/4-5 Homestead, FL
7/26 West Palm Beach, FL
8/23 West Palm Beach, FL
9/5-6 Bloomingdale, GA
9/27 West Palm Beach, FL
12/5-6 Homestead, FL
Southeast Region
2/25-3/1 Daytona Beach, FL
4/11-12 Bloomingdale, GA
5/23-24 Bloomingdale, GA
6/20-21 Talladega, AL
7/11-12 Bloomingdale, GA
8/8-9 Talladega, AL
9/5-6 Bloomingdale, GA
9/19-20 Braselton, GA
Mid-Atlantic Region
2/25-3/1 Daytona Beach, FL
4/11-12 Summit Point, WV
5/23-24 Bloomingdale, GA
5/30-31 Summit Point, WV
7/11-12 Summit Point, WV
8/29-30 Summit Point, WV
9/19-20 Braselton, GA
Northeast Region
4/18-19 Loudon, NH
5/2-3 Loudon, NH
6/13-14 Loudon, NH
7/18-19 Loudon, NH
8/8-9 Loudon, NH
9/12-13 Loudon, NH
10/3-4 Loudon, NH
Great Lakes Region
3/28-29 Topeka, KS
4/11-12 Beloit, IL
4/25-26 Mount Meridian, IN
5/8-10 Elkhart Lake, WI
5/23-24 Beloit, IL
6/6-7 Grattan, MI
6/27-28 Beloit, IL
7/11-12 Beloit, IL
8/1-2 Elkhart Lake, WI
8/8-9 Beloit, IL
8/22-23 Grattan, MI
8/29-30 Brainerd, MN
9/5-6 Beloit, IL
Midwest Region
3/28-29 Topeka, KS
4/11-12 Beloit, IL
4/25-26 Mount Meridian, IN
5/8-10 Elkhart Lake, WI
5/23-24 Beloit, IL

6/6-7 Grattan, MI
6/27-28 Beloit, IL
7/11-12 Beloit, IL
8/1-2 Elkhart Lake, WI
8/8-9 Beloit, IL
8/29-30 Brainerd, MN
9/5-6 Beloit, IL

Great Plains Region

3/28-29 Topeka, KS
4/11-12 Beloit, IL
4/25-26 Mount Meridian, IN
5/8-10 Elkhart Lake, WI
5/23-24 Beloit, IL
6/27-28 Beloit, IL
7/25-26 Topeka, KS
8/1-2 Elkhart Lake, WI
8/15-16 Topeka, KS
8/29-30 Brainerd, MN
Southwest Region
3/14-15 Chandler, AZ
4/4-5 Buttonwillow, CA
5/2-3 Chandler, AZ
8/1-2 Buttonwillow, CA
8/29-30 Chandler, AZ
10/3-4 Chandler, AZ
11/28-29 Chandler, AZ
12/19-20 Chandler, AZ
California Region
3/14-15 Chandler, AZ
4/4-5 Buttonwillow, CA
5/9-10 Buttonwillow, CA
8/1-2 Buttonwillow, CA
8/29-30 Chandler, AZ
10/3-4 Chandler, AZ
11/14-15 Buttonwillow, CA
12/5-6 Buttonwillow, CA

CCS Race of Champions

10/21-21 Daytona Beach, FL
Info: 704/684-4297

North American Sport Bike

2/25-3/1 Daytona Beach, FL
5/9-10 Elkhart Lake, WI
5/16-17 Watkins Glen, NY
7/4-5 Buttonwillow, CA
7/25-26 Topeka, KS
8/29-30 Braselton, GA
10/20-25 Daytona Beach, FL
TBA Homestead, FL
Info: 704/684-4297

WEA Vintage Series

2/26 Faulkville, GA*
3/14 Braselton, GA
3/22 Henderson, TX
4/18 Clermont, IN
4/19 College Station, TX*
4/25 Summit Point, WV
5/2 Tulare, AL
5/9 Grattan, MI
5/10 Henderson, TX
5/14-17 Braselton, GA*
5/23 Mount Meridian, IN*
5/30 Garrettsville, OH
6/20 Summit Point, WV*
6/25-28 Indianapolis, IN*
7/4 Braselton, GA
7/18 Millington, TN
7/19 College Station, TX
7/25 Garrettsville, OH
8/8 Faulkville, GA
8/9 Henderson, TX
8/15 South Haven, MI
8/22 Talladega, AL
8/30 Hallet, OK
9/5 Garrettsville, OH*
9/12 Grattan, MI*
9/12 Summit Point, WV
9/19 Faulkville, GA
9/20 College Station, TX
9/26 Mount Meridian, IN
10/14-18 Braselton, GA*
* Double point events
Info: 407/831-4331 or
www.wervintage.com

ECEA C'ship Enduro Series

3/15 Greenbank, NJ
3/29 Belleplain, NJ
4/5 Warren Grove, NJ
5/3 New Lisbon, NJ
5/17 Indian Mills, NJ
5/24 New Philadelphia, PA
6/14 Stanhope, NJ
6/28 Webb Mills, NY
7/12 West Greenwich, RI
7/19 Blain, PA
7/26 Crossforks, PA
8/16 Speedsville, NY
8/30 Mauricetown, NJ
9/13 Shippensburg, PA
9/20 Brandonville, PA
9/27 New Lisbon, NJ
10/4 New Gretna, NJ
10/25 Delaware City, DE
11/1 Rawlings, MD
Info: 717/865-0601

**ECEA Championship
Hare Scrambles Series**

4/19 Good Springs, PA
4/26 St. Georges, DE
5/10 Woodland Township, NJ
5/31 Belleplain, NJ

WEEKLY.

Not Monthly.

CYCLE NEWS

Vintage Dirt Track Racers Assn.

Daytona 1998 Races

March 3 & 4
Orlando Speedway

For more 1998 info • call
719-541-2741

OVER THE HILL GANG

Mar. 15 Competition Park, San Jacinto, CA.
Mar. 21-22 Sierra Chapter Nat'l - 1998 Nat'l #1
Mar. 22 S.R.A. Grand Prix, Glen Helen. 12:00 PM
Race time.
The Ultimate 30+ Vet MX Club
Info: (562) 864-6875 (714) 680-8643

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SATURDAY NIGHT RACING MAR-OCT
TWO TRACKS - MAIN & PEE WEE
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At the LAKE PERRIS FAIR GROUNDS
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TUES & THURS 4:30 - 9:30PM WED
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MORE INFO OTHER EVENTS IN ADDITION
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909-657-8845 SANCT BY NMA

**TULARE
CYCLE PARK**

Tulare, CA Event Calendar

Sat., Mar 7 M.X. / Dirt Track Practice
Sun., Mar 8 MOTOCROSS RACE
Sat., Mar 21 M.X. / Dirt Track Practice
Sat., Apr 4 AHRMA Vintage Dirt Track Series
(1/4 Mile Oval)

All minors must be accompanied by a parent or a notarized legal guardian.
INFO (209) 685-0503



22nd Annual GNC
International Motocross Final
March 12-15, 1998
Mosier Valley USA
Arlington, TX
Call: 214-351-9900

MOTOCROSS

MOTOCROSS RACING ASSOCIATION

Michigan, Ohio & Ontario
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Open Riding Every Wednesday
1998 Racing Schedule Call
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6-7 Manahawkin, NJ
 3/21 Brandonville, PA
 3/23 Stanhope, NJ
 0/11 Budds Creek, MD
 0/18 Mauricetown, NJ
 1/8 Warren Grove, NJ
 Info: 717/865-0601

ECEA Dual Sport Series
 3/21 Belleplain, NJ
 0/11 Indian Mills, NJ
 0/18 New Philadelphia, PA
 1/15 Greenbank, NJ
 Info: 717/865-0601

Great Lakes Road Racing Association Series
 4/18-19 Grattan, MI
 5/9-10 Indianapolis, IN
 5/30-31 Grattan, MI
 6/10-11 Elkhart Lake, WI
 7/4-5 Grattan, MI
 7/15-16 Lexington, OH
 8/8-9 Indianapolis, IN
 8/22-23 Grattan, MI
 9/19-20 Grattan, MI
 Info: 616/458-5888

NASB Formula USA Road Racing Series
 3/13-15 Rosamond, CA
 4/3-5 Sebring, FL
 5/15-17 Fountain, CO
 6/5-7 Mosport, Canada
 7/17-19 Portland, OR
 8/7-9 Loudon, NH
 8/28-30 Pocono, PA
 Info: 530/582-0456

USCRA Vintage Road Race Series
 2/26-27 Faulkville, GA
 5/2-3 Loudon, NH
 5/30-31 Shannonville, Ontario, Canada
 6/14 Belknap, NH
 6/15 Loudon, NH
 6/20 Loudon, NH
 7/24-26 Shubenacadie, Nova Scotia, Canada
 8/14-16 Loudon, NH
 8/21-23 Mosport, Ontario, Canada
 9/28 Loudon, NH
 Info: 607/277-2369 or 603/239-6778

Sunshine State MX Championship Series
 3/8 Orlando, FL, Rnd 3
 3/22 Ona, FL, Rnd 4
 4/5 Ocala, FL, Rnd 5
 4/19 Reddick, FL, Rnd 6
 4/26 Dade City, FL, Rnd 7
 5/3 Ona, FL, Rnd 8
 5/10 Reddick, FL, Rnd 9
 5/24 Orlando, FL, Rnd 10
 5/31 Ocala, FL, Rnd 11
 6/7 Dade City, FL, Rnd 12
 6/28 Ona, FL, Rnd 13
 7/5 Orlando, FL, Rnd 14
 7/12 Reddick, FL, Rnd 15
 7/19 Dade City, FL, Rnd 16
 7/26 Ona, FL, Rnd 17
 8/16 Orlando, FL, Rnd 18
 8/23 Reddick, FL, Rnd 19
 8/30 Dade City, FL, Rnd 20
 9/6 Ona, FL, Rnd 21
 9/13 Orlando, FL, Rnd 22
 Info: 352/242-2605

KTMX Motocross Series
 3/21 Murray, KY
 4/11 Draffenville, KY
 4/26 Milan, TN
 5/3 Apex Valley, KY
 5/16 Draffenville, KY
 5/24 Milan, TN
 5/30 Atwood, TN
 6/12 Murray, KY
 7/4 Atwood, TN
 7/18 Draffenville, KY
 8/9 Apex Valley, KY
 8/22 Atwood, TN
 8/29 Paris, TN
 9/5 Clarksville, TN
 9/19 Paris, TN
 9/26 Paris, TN
 10/3 Murray, KY
 10/11 Milan, TN
 Info: 901/642-0511

Tennessee State Arena X Championship Series
 8/29 Paris, TN
 9/12 Dyersburg, TN
 9/19 Paris, TN
 9/26 Paris, TN
 10/10 Paris, TN
 10/17 Jackson, TN
 10/24 Paris, TN
 Info: 901/642-0511

Motorcycle Asphalt Racing Series
 2/28 St. Augustine, FL
 3/5 Barberville, FL
 5/15 Myrtle Beach, SC
 9/25 Asheville, NC

Northeast Pro Flat Track Series
 5/9 Trois Riveries, Canada
 6/19 Rochester, NH
 6/26 Lebanon Valley, NY
 7/10 Agawam, MA
 7/24 Middletown, NY
 7/25 Weedsport, NY
 7/31 Quebec City, Canada
 8/21 Agawam, MA
 8/23 Stafford Springs, CT
 Info: 978/874-1732

New England Dirt Track Series
 5/9 East Lempster, NH
 5/30 East Lempster, NH
 6/13 Canaan, NH
 6/27 East Lempster, NH
 7/18 East Lempster, NH
 8/1 Canaan, NH
 8/15 East Lempster, NH
 8/29 Bangor, ME
 8/30 Bangor, ME
 9/26 East Lempster, NH
 10/10 East Lempster, NH
 Info: 978/874-1732

Southeastern Trials Riders Association C'Ship Series
 3/21-22 Sequatchie, TN
 4/4-5 Monroe, GA
 4/18 Cleveland, GA
 5/2-3 Clinton, SC
 5/23-24 Crossville, TN
 6/6-7 TBA
 6/20-21 Carrollton, KY
 8/15-16 Shooting Creek, NC
 9/5-6 Cookeville, TN
 9/19-20 Gadsden, AL
 10/3-4 Millerville, AL
 10/24-25 Sequatchie, TN
 11/14-15 Cumming, GA
 Info: 423/942-8688

Trials Incorporated Championship Series
 5/16-17 Twinsburg, OH
 6/20-21 Carrollton, KY
 7/11-12 AMA Vintage Days (exhibition)
 7/26 Lancaster, OH
 8/16 Dayton, OH
 9/19-20 Columbus, IN
 10/11 Dayton, OH
 11/14 TBA
 Info: 937/299-1501

Mid East Hare Scramble Series
 3/15 Lancaster, SC
 4/19 Morganton, NC
 5/3 Hickory, NC
 5/31 Greer, SC
 6/14 Belwood, NC
 8/16 Greer, SC
 9/6 Morganton, NC
 9/20 Lancaster, SC
 10/4 Hickory, NC
 10/18 TBA
 11/1 Grover, NC
 Info: 704/937-9177 or 704/484-9000

NMA World Mini Grand Prix
 4/15-19 Las Vegas, NV
 Info: 562/868-8112 or 909/657-6782

NMA Grand Nat'l MX Championships
 7/28-8/1 Ponca City, OK
 Info: 562/868-8112 or 909/657-6782

Branson USA MX Championships
 10/2-3-4 Branson, MO
 Info: 909/657-6834

La Playa Motocross Grand Prix Series
 3/1 Rosarito, Baja California
 5/17 Rosarito, Baja California
 8/23 Rosarito, Baja California
 10/4 Rosarito, Baja California
 12/6 Rosarito, Baja California
 Info: 011/52-661-22525

Thor/Parts Unlimited Northeast Classic MX Series
 4/26 Englishtown, NJ
 5/17 Broome-Tioga Sports Center, NY
 5/31 Hurricane Hills Sports Center, PA
 6/7 Unadilla Valley Sports Center, NY
 7/26 Walden Playboys, NY
 8/2 Powerline Park, NJ
 Info: 717/222-9290

CMA Pacific Coast Pro Am MX Championship
 3/1-2 Hollister, CA
 3/7-8 Carnegie, CA
 3/14-15 Prairie City, CA
 3/21-22 Livermore, CA
 3/28-29 Hollister, CA
 4/4-5 TBA
 Info: 209/673-8080

CMA Little Okie Spring Series
 4/18 Madera, CA
 4/25 Madera, CA
 5/2 Madera, CA

5/8 Madera, CA
 5/15 Madera, CA
 5/22 Madera, CA
 5/29 Madera, CA
 Info: 209/673-8080

CMA Valley Children's Race
 6/13 Madera, CA
 6/20 Madera, CA
 6/27 Madera, CA
 Info: 209/673-8080

CMA Little Okie Summer Series
 7/10 Madera, CA
 7/17 Madera, CA
 7/24 Madera, CA
 7/31 Madera, CA
 8/7 Madera, CA
 8/14 Madera, CA
 8/21 Madera, CA
 Info: 209/673-8080

CMA Bounty Hunter Series
 5/9 Los Banos, CA
 5/16 Los Banos, CA
 5/23 Los Banos, CA
 5/30 Los Banos, CA
 6/6 Los Banos, CA
 6/14 Los Banos, CA
 7/11 Los Banos, CA
 7/18 Los Banos, CA
 7/25 Los Banos, CA
 8/1 Los Banos, CA
 8/8 Los Banos, CA
 8/15 Los Banos, CA
 8/22 Los Banos, CA
 8/29 Los Banos, CA
 Info: 209/673-8080

American Trials Association
 3/22 Lucerne, CA
 4/18 Reed Valley, CA
 4/19 Reed Valley, CA
 5/17 Johnson Valley, CA
 6/6-7 Big Bear, CA
 Info: 714/562-7742

SETRA Hare Scrambles
 3/8 Braselton, GA, Rnd 12
 3/22 Cross Anchor, SC, Rnd 13
 3/29 Knoxville, TN, Rnd 14
 Info: 706/327-4015

SETRA Championship Enduro Series
 3/1 Pelion, SC, Rnd 11
 3/5 Daytona, FL, Rnd 12
 3/15 Greensboro, GA, Rnd 13
 4/5 Morganton, NC, Rnd 14
 4/19 Cochran, GA, Rnd 15
 4/16 Clanton, AL, Rnd 16
 5/3 Olustee, FL, Rnd 17
 5/17 Tarrytown, FL, Rnd 18
 6/7 Hurricane Mills, TN, Rnd 19
 Info: 706/327-4015

Rocky Mountain Enduro Circuit
 3/15 Wickenburg, AZ
 3/29 Turkey, TX
 4/19 Post, TX
 5/3 Crawford, NE
 5/17 Montrose, CO
 5/24 Limon, CO
 6/7 Buena Vista, CO
 6/21 Upton, WY
 7/19 Rand, CO
 8/9 Divide, CO
 8/23 Taos, NM
 9/13 Gunnison, CO
 11/8 Matador, TX
 Info: 307/742-4136

Black Jack Enduro Series
 3/1 Kirby, AR
 3/15 St. Joe, TX
 3/21 Fayetteville, AR
 3/22 Cass, AR
 5/17 St. Joe State Park, MO
 5/31 Collins, MO
 8/30 Stillwater, OK
 9/13 Little Rock, AR
 9/27 Tulsa, OK
 10/11 Muenster, TX
 10/25 Chadwick, MO
 11/22 Oklahoma City, OK
 Info: 417/581-5552 or 417/581-4046

SRA West Series
 4/4-5 Willow Springs, CA
 4/17-19 Monterey, CA
 5/2-3 Willow Springs, CA
 5/16-17 Willow Springs, CA
 6/12-14 Elkhart Lake, WI
 7/18-19 Willow Springs, CA
 8/15-16 Truckee, CA
 9/18-20 Portland, OR
 10/3-4 Willow Springs, CA
 10/17-18 Willow Springs, CA
 Info: 916/339-1778

FDTRA Championship Dirt Track Series
 5/2 Orlando, FL
 5/16 Orlando, FL

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1998 Daytona Antique & Classic Motorcycle Auction and Vintage Bike Meet

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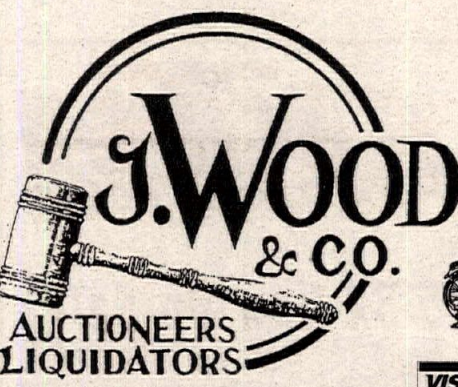
Auction at 2:00 pm, Saturday, March 7th

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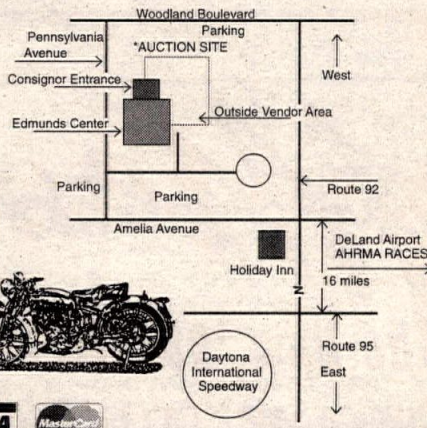
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 - via Internet

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GFI RACING **(909) 653-4042**
 Southern Region **A Rider for the Riders**

Sat., Feb. 28 GFI Saturday Practice (8am - 1pm) Perris
 Sun., Mar. 1 GFI Winter Series Round 4' Perris
 Sun., Mar. 8 GFI Winter Series Round 5' Glen Helen
 Sat., Mar. 14 GFI Saturday Practice (8am - 1pm) Perris

*Action Goat, Kawasaki, Suzuki, and Yamaha Contingency

NMA **REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION**
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 (909) 657-6782
 P.O. Box 46
 NORWALK, CA 90650
National Motorsport Association

WSM **WILLOW SPRINGS MOTORCYCLE CLUB**

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Motorcycle Road Racing
 3rd Sunday every month
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 INFO (805) 256-1234

GFI RACING **(209) 656-9682**
 Northern Region **A Rider for the Riders**

Mar. 1 Rnd. 4, Oatfield Race Way - Turlock, CA
 Mar. 8 Rnd. 5, Hollister Hills GP Track - Hollister, CA

*Action Kawasaki, Suzuki, and Yamaha Contingency
 Saturday Practice prior to each event 8am - 2pm

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Michelle Cassella
 (909) 652-8915

Or For Race Info Only (909) 929-7665

On all off-road events, green stickers & spark arrestors are required. No three wheel ATV's allowed - quad cycles okay. A.M.A. full membership is required. Presence of a parent or legal guardian is required for minors to race.

Date	Competition Club	Schedule Event
Feb 28	Prairie Dogs M.C.	Grand Prix Series
Mar 1	"Best of the West" Series	Round #2
	Glen Helen, San Bernardino, CA	
	Info: Ray 909-686-7435	
Mar 8	Dirtiggers M.C. "The Sequel" Hare Scrambles	
	Camp Rock Rd, Lucerne Valley, CA	
	Info: Tom 909-883-5259	
Mar 15	Prospectors M.C. "Gold Rush" Enduro	
	1st Enduro "Best of the West" Series	
	Searles Station, Red Mountain, CA	
	Info: Geo 818-332-1573	

CRC 1997 California Race Schedule
100% PRO PAYBACK

Sunday, Mar 1	CRC Motocross	L.A.C.R.
Sunday, Mar 8	CRC Charity Series	L.A.C.R.
Sunday, Mar 15	CRC Charity Series - Bandido GP	L.A.C.R.
Saturday, Mar 21	Oldtimer Nationals	L.A.C.R.

Saturday Practice Jan. 10 to May 30 • 9:00am to 2:00pm
CRC Info (805) 272-8889

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Thur., Feb 26	MX Practice (8am till dusk)
Sat., Feb 28	Prairie Dog Grand Prix
Sun., Mar 1	Prairie Dog Grand Prix
Thur., Mar 5	MX Practice (8am till dusk)

MALCOLM SMITH MOTORSPORTS 6TH ANNUAL PRAIRIE DOG GRAND PRIX FEB 28th & MARCH 1st

CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. FAX • 714-436-9574

5/30 Orlando, FL
 6/6 Orlando, FL
 6/20 Orlando, FL
 7/4 Orlando, FL
 7/18 Orlando, FL
 8/1 Orlando, FL
 8/15 Orlando, FL
 8/29 Orlando, FL
 Info: 407/869-5388

FTR Championship Series Hare Scrambles

3/21-22 Polk City, FL
 4/4-5 TBA
 4/18-19 Vero Beach, FL
 Info: 407/264-0559

FTR C'ship Enduro Series

3/8 Ocala National Forest, FL
 5/3 Olustee, FL
 5/17 Richloam, FL
 5/31 Daytona, FL
 Info: 407/264-0559

FTR Motocross Series

3/15 Panama City, FL, Rnd 7
 4/26 Okeechobee, FL, Rnd 8
 5/10 Bunnell, FL, Rnd 9
 5/17 Hilliard, FL, Rnd 10
 Info: 407/264-0559

Missouri Hare Scrambles Championship Series

3/1 Kahoka, MO
 3/15 Columbia, MO
 4/19 Steelville, MO
 4/26 Bolivar, MO
 5/3 Westphalia, MO
 6/7 Collins, MO
 6/14 Cole Camp, MO
 6/28 Park Hills, MO
 7/12 Knobnoster, MO
 7/19 Tebbets, MO
 8/2 Alton, MO
 8/23 Diamond, MO
 9/13 Smithville, MO
 9/20 Park Hills, MO
 10/11 Drexel, MO
 10/18 Festus, MO
 Info: 417/537-8406

Total Performance Racing Dirt Track Series

3/21 Purcell, OK
 3/29 Tulsa, OK
 4/11 Glenpool, OK
 4/26 Tulsa, OK
 5/31 Tulsa, OK
 7/19 Oklahoma City, OK
 7/25 Norton, KS
 7/26 Tulsa, OK
 8/30 Tulsa, OK
 9/27 Tulsa, OK
 10/25 Tulsa, OK
 11/21 Glenpool, OK
 11/22 Glenpool, OK
 Info: 918/836-6999

International Old-Timers Motocross Series

3/21-22 TBA
 4/4-5 TBA
 4/25-26 Marysville, CA
 5/15-16 Boise, ID
 5/23-24 Edmonton, Canada
 7/4-5 TBA
 7/25-26 Albany, OR
 8/15-16 Trulsons, WA
 9/5-6 Fernley, NV
 Info: 253/840-0466

Sunshine State MX Championship Series

3/8 Orlando, FL
 3/22 Ona, FL
 4/5 Ocala, FL
 4/19 Reddick, FL
 4/26 Dade City, FL
 5/3 Ona, FL
 5/10 Reddick, FL
 5/24 Orlando, FL
 5/31 Ocala, FL
 6/7 Dade City, FL
 6/28 Ona, FL
 7/5 Orlando, FL
 7/12 Reddick, FL
 7/19 Dade City, FL
 7/26 Ona, FL
 8/16 Orlando, FL
 8/23 Reddick, FL
 8/30 Dade City, FL
 9/6 Ona, FL
 9/13 Orlando, FL
 Info: 352/242-2605

GFI Winter Series

South
 3/1 Perris, CA*
 3/8 Glen Helen, CA*

North

3/1 Oatfield, CA*
 North-South Showdown
 3/22 Perris, CA

*Action, Kawasaki, Suzuki & Yamaha Contingency
 Info: 909/653-4042 or 209/656-9682

CMRRA 50cc/125cc C'ship

Road Race Series

3/21-22 Rosamond, CA
 4/12 Palomar, CA
 5/3 Riverside, CA
 6/27-28 Rosamond, CA
 7/26 Palomar, CA
 8/23 Riverside, CA
 9/27 Palomar, CA
 10/24-25 Rosamond, CA
 11/22 Palomar, CA
 12/13 Riverside, CA
 Info: 909/674-5357

WSMC Road Race Series

3/14-15 Rosamond, CA, Rnd 3
 4/18-19 Rosamond, CA, Rnd 4
 5/16-17 Rosamond, CA, Rnd 5
 6/20-21 Rosamond, CA, Rnd 6
 7/18-19 Rosamond, CA, Rnd 7
 8/15-16 Rosamond, CA, Rnd 8
 9/19-20 Rosamond, CA, Rnd 9
 10/17-18 Rosamond, CA, Rnd 10
 11/14-15 Rosamond, CA, Rnd 11
 12/19-20 Rosamond, CA, Rnd 12
 Info: 805/256-1234

WML Motocross Series

5/9-10 San Bernardino, CA
 6/27-28 Mammoth Mountain, CA
 7/18-19 New Berlin, NY
 8/1-2 Washougal, WA
 8/3-9 Nashville, TN
 8/29 Binghampton, NY
 8/30 Binghampton, NY

CMC West Coast

Arenacross Challenge

2/27-3/1 Sacramento, CA
 TBA Las Vegas, NV
 Info: 702/267-4392

KORR Hare Scrambles Championship Series

4/19 Wichita, KS
 9/6 Wichita, KS
 10/4 Sterling, KS
 11/8 Marion, KS
 11/22 Wichita, KS
 12/6 Hillsboro, KS
 Info: 316/942-6527

Virginia Championship Hare Scrambles Series

3/22 Farmville, VA
 6/27-28 Budds Creek, MD
 4/5 Martinsville, VA
 4/26 Dillwyn, VA
 5/3 Martinsville, VA
 5/17 Surry, VA
 5/31 Ivor, VA
 6/7 Rural Retreat, VA
 8/30 Danville, VA
 9/6 Pulaski, VA
 9/20 Middlebrook, VA
 10/4 Martinsville, VA
 10/11 Newport News, VA
 11/1 Surry, VA
 Info: 757/255-4620

KORR Motocross Championship Series

3/15 Marion, KS
 3/29 Sterling, KS
 4/5 Hillsboro, KS
 5/3 Marion, KS
 5/17 Wichita, KS
 5/31 Hillsboro, KS
 6/7 Marion, KS
 6/14 Sterling, KS
 6/28 Inman, KS
 7/12 Sterling, KS
 7/18 Hillsboro, KS
 7/19 Marion, KS
 8/9 Sterling, KS
 8/22 Wichita, KS
 8/30 Hillsboro, KS
 9/13 Marion, KS
 9/20 Hillsboro, KS
 9/27 Inman, KS
 10/11 Hillsboro, KS
 10/25 Marion, KS
 12/13 Sterling, KS
 Info: 316/942-6527

MRAN Desert Series

3/7 Las Vegas, NV
 5/2 Panaca, NV
 6/13-14 Caliente, NV
 8/9 Ely, NV
 8/23 Hiko, NV
 10/17-18 Logandale, NV
 11/7-8 Beatty, NV
 11/21 Alamo, NV
 Info: 702/437-6726

Silver State Desert Race Series

4/17-18 Tonopah, NV, Rnd 1
 6/26-28 Ely, NV, Rnd 2
 10/1-4 Vegas-to-Reno, NV, Rnd 3
 12/4-6 Pahrump, NV, Rnd 4
 Info: 702/457-5775 or www.bld.com.

USRA Desert Series

2/29 St. George, UT
 4/4 Jericho, UT

5/9 Jericho, UT
 5/23 Cherry Creek, UT
 6/6-7 TBA
 8/29 Jericho, UT
 9/12 Wells, NV
 9/26 TBA
 10/10 Price, UT
 11/14 Knolls, UT

USRA & ZMA MX Series

3/28-29 St. George, UT
 4/11-12 Ogden, UT
 5/30-31 Price, UT
 6/20-21 Salinas, UT
 7/11-12 Cedar City, UT
 8/1-2 Price, UT
 8/22-23 Cedar City, UT
 9/19-20 Ogden, UT
 10/3-4 Rock Springs, WY
 11/27-28 St. George, UT
 Info: 801/966-4635 or 435/673-2444

MRA Roadracing Series

5/3 Mead, CO
 5/15-17 Colorado Springs, CO
 5/31 Mead, CO
 6/14 Denver, CO
 6/28 Pueblo, CO
 7/12 Mead, CO
 8/16 Pueblo, CO
 8/29-30 Colorado Springs, CO
 9/19-20 Steamboat Springs, CO
 10/4 Mead, CO
 Info: 303/530-5678 or 303/369-8409

Mid-Atlantic Vintage Trials Series

3/22 Union Bridge, MD
 4/5 Middletown, PA
 4/25-26 Williamsport, PA
 5/2-3 Toronto, OH
 7/18 Farrisville, PA
 8/8 Toronto, OH
 10/4 Toughkenamon, PA
 Info: 410/775-7209

Georgia Championship Series

3/8 Roberta, GA
 3/22 Bremen, GA
 3/29 Macon, GA
 4/5 Roberta, GA
 4/26 Dalton, GA
 5/17 Dalton, GA
 5/24 Macon, GA
 9/6 Dalton, GA
 9/20 Bremen, GA
 10/4 Macon, GA
 10/11 Roberta, GA
 10/25 Bremen, GA
 Info: 912/788-0413

District 38/FRT Superstition Championship Series

3/8 Plaster City, CA
 3/28 Plaster City, CA
 4/26 Plaster City, CA
 5/10 Los Sahuaros, CA
 5/23 Plaster City, CA
 7/25-26 Los Sahuaros, CA
 8/1-2 Los Sahuaros, CA
 8/22 Plaster City, CA
 9/26 Lake Superstition, CA
 10/11 Plaster City, CA
 10/31 Lake Superstition, CA
 11/22 Yuha, CA
 12/6 Kamikaze Wash, CA
 12/31 Plaster City, CA
 Info: 619/427-5759

California Rough Scrambles Series

3/1 Madera, CA
 3/8 Madera, CA
 3/15 Madera, CA
 3/22 Madera, CA
 11/1 Madera, CA
 11/8 Madera, CA
 11/15 Madera, CA
 11/22 Madera, CA
 11/29 Madera, CA
 Info: 209/661-0706

Central California

Dirt Track Series

3/29 Madera, CA
 4/5 Madera, CA
 4/19 Madera, CA
 5/3 Madera, CA
 9/20 Madera, CA
 10/4 Madera, CA
 10/11 Madera, CA
 10/18 Madera, CA
 10/25 Madera, CA
 Info: 209/661-0706

California Dirt Track Championship Series

7/11 Chowchilla, CA
 7/18 Chowchilla, CA
 7/25 Chowchilla, CA
 8/1 Chowchilla, CA
 8/8 Chowchilla, CA
 8/15 Chowchilla, CA
 Info: 209/661-0706

Texas Cross Country Racing Association

3/8	Olney, TX
3/22	Lake Murray, TX
4/5	Village Creek, TX
4/19	Lake Whitney, TX
5/3	Lake Bridgeport, TX
5/17	North Bryson, TX
5/31	Boars Nest-Jacksboro, TX
6/14	Terrell, OK
6/28	Fort Hood, TX
8/30	Penelope, TX
9/13	Rocky Ridge, TX
9/27	Gholson, TX
10/11	St. Joe, TX

FEBRUARY						
S	M	T	W	T	F	S
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MARCH						
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APRIL						
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19	20	21	22	23	24	25
26	27	28	29	30		

*Denotes Pro Payback

Feb 27-28

* CANADA ARENACROSS - CMA/Future West The BC Arena-Cross, Championship, Abbotsford Agrifair Arena, Abbotsford Fairgrounds, Abbotsford. Info: 604/794-3824.

* OREGON ARENACROSS - Bad Boys of Racing, Checkered Flag Productions, Crook County Fairgrounds and Expo, Prineville. Info: 940/683-4742.

* WASHINGTON ARENACROSS - Northwest Arenacross Nationals, CMC/Webb Hill Raceways, Trac Arena, Pasco. Info: 253/395-8738.

Feb 27-Mar 1

FLORIDA ANTIQUE MOTORCYCLE SWAP MEET - Sunshine Chapter of AMCA, Lake County Fairgrounds, Eustis. Info: 561/734-3045.

* OHIO INDOOR MOTOCROSS - AMA/Marion Fairgrounds Coliseum, Marion. Info: 614/596-2057.

Feb 28-Mar 1

* ALASKA ICE RACE - Aurora Ice Racing Inc., 3/8-mile oval, Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803 or lfolster@akarea.alaska.ihs.gov.

FLORIDA HARE SCRAMBLES - FTR/AMA, Central Florida Trail Riders, Kirton Ranch, Okeechobee. Info: 800/608-4404.

SOUTH CAROLINA MOTOCROSS - Winters Marketing Ultra Series, Victory Sports Racing, Society Hill. Info: 423/323-5497.

Sat, Feb 28

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway. Info: 619/484-1441.

CALIFORNIA HARE SCRAMBLES - 2&2 Racing Team, District 36, AMA, Schaads Resort, Wilseyville. Info: 510/455-9353 or 889-6240.

CALIFORNIA MOTOCROSS - Holeshot Promotions, Kern County Motocross, Bakersfield Fairgrounds, Bakersfield. Info: 805/940-6853.

* FLORIDA HALF MILE - AMA/MARS, DM Promotions Inc., St. Augustine Speedway, St. Augustine. Info: 904/788-4709.

* IDAHO MOTOCROSS - Owyhee Motorcycle Club, Winter Sand Track, Boise. Info: 208/384-5512.

* UTAH HARE AND HOUND - USRA, Rhino Rally, Rnd 1, Sports Riders Association, St. George. Info: 801/569-1998.

Sun, Mar 1

* ARIZONA MOTOCROSS - AMX North/South Shootout, Verde Valley Motorplex, Cottonwood. Info: 520/634-6133.

ARKANSAS MOTOCROSS - Arkansas Spring Series, Rnd 1, Cedar Hill Motocross, Magnolia. Info: 888/234-9158.

CALIFORNIA MOTOCROSS - CRC Motocross, Los Angeles County Raceway. Info: 805/272-8889.

CALIFORNIA HARE SCRAMBLES - The Redneck Roosters MC 11th Old Crow Hare Scrambles, AMA, District 36 B&C, AHRMA, Carnegie SVRA, Livermore. Info: 510/674-1381.

* CALIFORNIA MOTOCROSS - CMMC, Wildcat Canyon Road, Ramona. Info: 760/752-8252.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series, Rnd 4, Perris Raceway, Perris. Info: 909/653-4042

* FLORIDA MOTOCROSS - Pan-American Senior MX Championship, Hardrock Cycle Park, Ocala. Info: 352/732-6697.

* GEORGIA MOTOCROSS - Wings Wheels, Bremen Race Park, Bremen. Info: 770/941-8464 or Ridermx@aol.com.

KENTUCKY MOTOCROSS - Thorobred Series, Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

* KENTUCKY MOTOCROSS - Boyde Wolfe Promotions, Buffalo Creek Raceway, Grayson. Info: 606/833-2776.

* MARYLAND MOTOCROSS - AMA/District 7, Budds Creek MX Park, Budds Creek. Info: 301/475-2000 or www.BuddsCreek.com.

* MEXICO MOTOCROSS - La Playa MX Grand Prix/Too Much Fun Promotions, Cantamar Sand Dunes, Rosarito Beach, Baja California. Info: 011/52-661-22525.

* NEVADA MOTOCROSS - Reno Over the Hill Gang, Rnd 3, Fernley International Raceway, Fernley. Info: 702/423-8226.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* SOUTH CAROLINA MOTOCROSS - Hardeeville MX, Purrysburg Road, Hardeeville. Info: 912/748-6304.

Tue, Mar 3

FLORIDA CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., Kirton Ranch, Okeechobee. Info: 304/284-0084.

Thur, Mar 5

* FLORIDA HALF MILE - AMA/MARS, On Trac Promotions Inc., Volusia Speedway Park, Barberville. Info: 803/626-9455.

Mar 6-8

* ARIZONA FLAT TRACK - USA Motorsports, Tucson Convention Center, Tucson. Info: 719/528-6738.

Mar 7-8

CALIFORNIA DUAL SPORT RIDE - AMA/District 37, Countdown, Death Valley National Park, Ridgecrest. Info: 818/348-8381.

GEORGIA GNCC - Racer Productions, Paradise Off-Road Park, Macon. Info: 912/475-5711 or 304/291-3077.

TENNESSEE MOTOCROSS - Serious Racewear Mega Series, Victory Sports Racing, Blountville. Info: 423/323-5497.

Sat, Mar 7

CALIFORNIA ENDURO - AMA/District 36, Timekeepers MC, Wild Boar Family Enduro, Clear Creek Recreation Area, Coalinga. Info: 408/739-5762 or www.timekeepersmc.com.

* CALIFORNIA SPEEDWAY - International Speedway Spring Classic, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

FLORIDA DIRT TRACK - FDTRA/Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Milton. Info: 850/623-6038.

* MONTANA ARENACROSS - Bad Boys of Racing, Checkered Flag Productions, Metpark Arena, Billings. Info: 940/683-4742.

NEVADA HARE SCRAMBLES - MRAN/Wildbunch MC, Las Vegas. Info: 702/453-6637.

Sun, Mar 8

* ARIZONA MOTOCROSS - AMX North/South Shootout, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7727 or www.gohuge.com.

CALIFORNIA MOTOCROSS - Tulare Cycle Park, Tulare. Info: 209/685-0503.

CALIFORNIA MOTOCROSS - CRC Charity Series, Los Angeles County Raceway. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series, Rnd 5, Glen Helen Raceway, San Bernardino. Info: 909/653-4042.

CALIFORNIA ENDURO - Wild Boar Spring Series Championship Enduro, AMA/District 36, Timekeepers MC, Clear Creek Recreation Area, Coalinga. Info: 408/739-5762 or www.timekeepersmc.com.

CALIFORNIA HARE SCRAMBLES - Dirt Diggers MC, District 37, Anderson Dry Lake, Lucerne Valley. Info: 909/883-5259.

CALIFORNIA SWAP MEET - The Shop, Ventura County Fairgrounds. Info: 805/650-6777.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

CALIFORNIA MOTOCROSS - Vintage MX, The 1998 Peter Ford Spring Classic, AHRMA/AMA, Prairie City, SVRA, Rancho Cordova. Info: 510/829-9386.

* COLORADO MOTOCROSS - Rocky Mountain MX Association, Watkins. Info: 719/475-2357 or 303/271-0190 or mrxarules@worldnet.att.net.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Orlando MX Park, Orlando. Info: 352/242-2605.

* FLORIDA MOTOCROSS - Double A Promotions, North Florida Raceway, Jacksonville. Info: 904/268-2223.

GEORGIA CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., Paradise Park, Macon. Info: 304/284-0084.

* GEORGIA MOTOCROSS - Championship Series, AMA/Dixie MC Sports Inc., Hillbilly Hills MX, Roberta. Info: 912/788-0413.

* GEORGIA MOTOCROSS - CRC/Camden Racing Complex, Woodbine. Info: 912/576-3000.

IOWA MOTORCYCLE SHOW - J&P Promotions, 18th annual Motorcycle Parts Extravaganza, Hawkeye Downs Fairgrounds, Cedar Rapids. Info: 319/462-6011.

* IOWA MOTOCROSS - Sandcastle, District 22, Des Moines. Info: 515/285-6910.

* MICHIGAN MOTOCROSS - AMA/District 14, Dirt Riders Motorsports, Log Road, Bronson. Info: 419/636-5430.

* MISSOURI MOTOCROSS - AMA/District 18, HLR Motorsports Park, Moberly. Info: 660/263-4296 or www.mobm.com/HLR.

* MISSOURI MOTOCROSS - Midwest Spring MX Championship, Moto Sports Inc., Challenge Trax, Kingsville. Info: 816/720-3988.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876.

* NORTH CAROLINA MOTOCROSS - Devils Ridge USA Eastern Pro-Am Spring Series, AMA, District 29, Sanford. Info: 919/776-1767.

* NORTH CAROLINA MOTOCROSS - Dirt World Promotions/AMC, 15th annual Carolina Winter Series, Montrose MX Park, Raeford. Info: 919/554-4467.

* OHIO MOTOCROSS - AMA/Vinton Motocross Park, McArthur. Info: 614/596-2057.

OHIO HARE SCRAMBLES - Sunset Ramblers MC Club of Gallon. Info: 419/562-6931.

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CYCLE NEWS

...Because Once a Month is Not Enough

Racing on the Tube

March
Broadcasts

All times shown are Eastern. ESPN2, Fox Sports Net and SPEEDVISION listed below.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

3/1/98	4:00 PM	MX des Nations	Speed	3/17/98	6:30 PM	Bike Week - Larry Maiers, Host	Speed
3/3/98	3:30 AM	MotoWorld (R)	ESPN2	3/17/98	8:00 PM	Milwaukee Arenacross	Speed
3/3/98	3:00 PM	Atlanta, GA Supercross (R)	ESPN2	3/18/98	12:30 AM	Tampa, FL Supercross (R)	ESPN2
3/3/98	6:30 PM	Bike Week - Larry Maiers, Host	Speed	3/19/98	6:30 PM	MotoWorld	ESPN2
3/3/98	8:00 PM	Niagara Falls Arenacross	Speed	3/20/98	1:00 AM	Daytona Supercross (R)	ESPN2
3/4/98	12:30 AM	Atlanta, GA Supercross (R)	ESPN2	3/20/98	7:30 PM	Daytona Bike Week-600 Supersport (R)	ESPN2
3/4/98	6:30 PM	MotoWorld	ESPN2	3/21/98	12:30 AM	Daytona 750 Supersport/250 GP	ESPN2
3/4/98	7:00 PM	Denver Arenacross	Fox	3/21/98	4:00 AM	Daytona Beach, FL Supercross (R)	ESPN2
3/7/98	6:30 AM	MotoWorld (R)	ESPN2	3/21/98	6:00 AM	MotoWorld (R)	ESPN2
3/8/98	1:30 AM	Daytona 200 Preview/Qualifying	ESPN2	3/22/98	5:00 PM	FIM World Superbike-Phillip Island, Australia	Fox
3/8/98	4:00 PM	FIM Motocross-Season in Review	Speed	3/22/98	10:00 PM	FIM World Superbike-Phillip Island, Australia	Speed
3/8/98	5:00 PM	Daytona 200	ESPN2	3/23/98	5:00 AM	Daytona Bike Week-600 Supersport (R)	ESPN2
3/9/98	11:00 PM	Tampa, FL Supercross	ESPN2	3/23/98	11:00 PM	Daytona Bike Week-NASB	ESPN2
3/10/98	12:30 AM	Daytona 200	ESPN2	3/24/98	3:00 AM	MotoWorld (R)	ESPN2
3/10/98	3:00 AM	MotoWorld (R)	ESPN2	3/24/98	3:00 PM	Daytona 750 Supersport/250 GP (R)	ESPN2
3/10/98	3:00 AM	MW2 Rev It Up	ESPN2	3/24/98	6:30 PM	MW2 Rev It Up (R)	ESPN2
3/10/98	6:30 PM	MW2 Rev It Up (R)	ESPN2	3/24/98	6:30 PM	Bike Week - Larry Maiers, Host	Speed
3/10/98	6:30 PM	Bike Week - Larry Maiers, Host	Speed	3/24/98	7:00 PM	American Thunder - Love Ride 14	Speed
3/10/98	8:00 PM	Winston-Salem Arenacross	Speed	3/24/98	8:00 PM	Denver Arenacross	Speed
3/12/98	6:30 PM	MotoWorld	ESPN2	3/25/98	6:30 PM	MotoWorld	ESPN2
3/13/98	2:00 PM	MotoWorld (R)	ESPN2	3/27/98	7:30 PM	New Orleans, LA Supercross	ESPN2
3/13/98	2:30 PM	Daytona 200 (R)	ESPN2	3/28/98	12:00 PM	New Orleans, LA Supercross (R)	ESPN2
3/14/98	7:00 PM	Daytona Beach, FL Supercross	ESPN2	3/28/98	2:00 PM	MotoWorld (R)	ESPN2
3/15/98	3:30 AM	Daytona 200 (R)	ESPN2	3/29/98	5:00 PM	FIM World Road Race-Shah Alam, Malaysia	Fox
3/15/98	11:30 AM	MotoWorld (R)	ESPN2	3/30/98	5:30 AM	MotoWorld (R)	ESPN2
3/15/98	3:00 PM	Daytona Beach, FL Supercross (R)	ESPN2	3/31/98	12:00 AM	New Orleans, LA Supercross (R)	ESPN2
3/15/98	3:00 PM	FIM World Superbike - Sentul, Indonesia	Fox	3/31/98	2:00 AM	MW2 Rev It Up (R)	ESPN2
3/16/98	2:00 AM	MW2 Rev It Up (R)	ESPN2	3/31/98	6:30 PM	Bike Week - Larry Maiers, Host	Speed
3/17/98	12:30 AM	Daytona Bike Week-600 Supersport	ESPN2	3/31/98	8:00 PM	Salt Lake City Arenacross	Speed
3/17/98	3:00 AM	MotoWorld (R)	ESPN2				

AT= American Thunder If you are unable to get ESPN2, Fox Sports Net, or SPEEDVISION, contact your local cable company.



CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. **FAX - 714-436-9574**

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

TENNESSEE MOTOCROSS - KTMXA, TNT Motocross Park, Milan. Info: 901/987-9633.

TEXAS CROSS COUNTRY - Texas Cross Country Racing Association, Olney. Info: 817/685-8091 or dgdq32a@prodigy.com. or www.brit.com/~tccra/.

* WASHINGTON MOTOCROSS - CMC, Squisher Racing, Horn Rapids ORV, Richland. Info: 509/837-3595.

Mar 12-15

TEXAS MOTOCROSS - Amateur MX National, GNC, 22nd annual GNC International MX Final, Mosier Valley USA, Arlington. Info: 214/351-9900.

Mar 14-15

* GEORGIA MOTOCROSS - AMA/Paradise Off-Road Park, Macon. Info: 912/475-5711.

SOUTH CAROLINA MOTOCROSS - Serious Racewear Mega Series, Victory Sports Racing, Society Hill. Info: 423/323-5497.

Sat, Mar 14

CALIFORNIA FUND-RAISER - Orange County Dualies, Pediatric Brain Tumor Foundation, 3rd annual MC Parts and Accessories Parking Lot Sale, Cobra Engineering, Anaheim. Info: 760/948-4012.

CALIFORNIA BANQUET/SHOW - Trailblazers, Banquet/Vintage Show, Sequoia Club, Buena Park. Info: 714/962-7028.

GEORGIA MOTOCROSS - AMA/Paradise Off-Road Park, Rnd 1, Trans MX Series, Macon. Info: 912/475-5711.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

Sun, Mar 15

* ALASKA ICE RACE - Aurora Ice Racing Inc., 3/8-mile oval, Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803 or ifolster@akarea.alaska.ihns.gov.

ARIZONA MOTOCROSS - Vintage MX, AVDRA/Speedworld MX, Phoenix. Info: 602/966-0101.

* CALIFORNIA SPEEDWAY - Day Race, AHRMA National Day, Temecula. Info: 619/277-1591.

CALIFORNIA GRAND PRIX - CRC Charity Series, Bandido GP, Los Angeles County Raceway. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - AHRMA/Nor/Cal, Vintage Motocross, Sandhill Ranch, Brentwood. Info: 510/634-3328.

CALIFORNIA DUAL SPORT RIDE - AMA/District 37, Ride for Kids, Glen Helen Raceway, San Bernardino. Info: 818/951-1333.

* CALIFORNIA GRAND PRIX - SSC Mid-State GP Series, Rnd 3, Gorman. Info: 805/294-0020 or www.reset.lnc.com/sscmx.

* CALIFORNIA FLAT TRACK - San Diego Flat Track Association, Temecula Speedway, Temecula. Info: 619/277-1591.

* CALIFORNIA MOTOCROSS - CMMC/Wildcat Road, Ramona. Info: 760/752-8252.

* CALIFORNIA MOTOCROSS - Hanford Motocross Association, Hanford Fairgrounds, Hanford. Info: 209/582-8493.

CALIFORNIA ENDURO - AMA/District 37, Prospectors MC, Red Mountain, Searles Station, Ridgecrest. Info: 562/421-0128.

* FLORIDA MOTOCROSS - County Line MX Park, Fountain. Info: 850/769-9505.

* FLORIDA MOTOCROSS - Double A Promotions, North Florida Raceway, Jacksonville. Info: 904/268-2223.

* IDAHO MOTOCROSS - Owyhee Motorcycle Club, Idaho Winter Sand Track, Boise. Info: 208/384-5512.

* IOWA MOTOCROSS - Sandcastle, District 22, Des Moines. Info: 515/285-6910.

* KENTUCKY MOTOCROSS - Boyde Wolfe Promotions, Buffalo Creek Raceway, Grayson. Info: 606/833-2776.

KENTUCKY HARE SCRAMBLES - Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

* MARYLAND MOTOCROSS - AMA/District 7, Budds Creek MX Park, Budds Creek. Info: 301/475-2000 or www.buddscreek.com.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876.

* NEVADA MOTOCROSS - Nevada Motocross Development, Stead/Lemmon Valley MX Track, Rnd 4, Reno. Info: 702/423-8226.

NEW JERSEY ENDURO - AMA/ECEA Meteor MC, 61st annual running, InterBoro Gun Club, Green Bank. Info: 609/767-2023.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA MOTOCYCLE SHOW - J&P Promotions, 10th annual Motorcycle Parts Extravaganza and Indoor Bike Show, Farm Show Complex, Harrisburg. Info: 319/462-6011.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park, AMA/District 6, Fredericksburg. Info: 717/865-5530.

PENNSYLVANIA HARE SCRAMBLES - Flying Dutchman MC Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

* SOUTH CAROLINA MOTOCROSS - Hardeeville MX, Purrysburg Road, Hardeeville. Info: 912/748-6304.

* VIRGINIA MOTOCROSS - Lake Sugar Tree, U.S. Eastern Pro-Am Spring Series, AMA/District 13, Axton. Info: 336/342-1037 or 336/342-9027 or www.lakesugartree.com.

Mar 21-22

CALIFORNIA MOTOCROSS - International Old-Timers MX Association, Central Valley Chapter, Tulare. Info: 209/688-3949.

CALIFORNIA MOTOCROSS - CRC/Old-Timer National and Charity Series, Los Angeles County Raceway. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - International Old-Timers MX Association, Oatfield. Info: 408/379-4639.

KENTUCKY MOTOCROSS - AMA/Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

TENNESSEE OBSERVED TRIALS - AMA/TTC Motorcycling Vacation Resort, Sequatchie. Info: 423/942-8688 or trialwench@aol.com.

TENNESSEE MOTOCROSS - Serious Racewear Mega Series, Victory Sports Racing, Blountville. Info: 423/323-5497.

Sat, Mar 21

FLORIDA DIRT TRACK - FDTRA/Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Milton. Info: 850/623-6038.

GEORGIA MOTOCROSS - Southern Raceway, Bainbridge. Info: 912/246-3607 or 912/246-5088.

* MICHIGAN MOTOCROSS - AMA/District 14, Dirt Riders Motorsports, Log Road, Bronson. Info: 419/636-5430.

* OKLAHOMA INDOOR DIRT TRACK - Total Performance Racing, McClain County Expo, Purcell. Info: 918/836-6999.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

Sun, Mar 22

* ARIZONA MOTOCROSS - AMX North/South Shootout Series, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7727.

* ARIZONA MOTOCROSS - AMX North/South Shootout, Speedworld MX, Phoenix. Info: 602/849-1572.

CALIFORNIA GRAND PRIX - SRA/Glen Helen, San Bernardino. Info: 714/957-2985.

CALIFORNIA HARE SCRAMBLES - Ghostriders MC/District 36 B-C Series Event, Hollister Hills, SVRA, Hollister. Info: 408/265-2122.

* CALIFORNIA GRAND PRIX - Tom Anderson's Sandhill Ranch, Brentwood. Info: 510/634-3328.

CALIFORNIA CYCLE SHOW & SWAP MEET - Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

* CALIFORNIA MOTOCROSS - Hanford Motocross Association, Hanford Fairgrounds, Hanford. Info: 209/582-8493.

CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series North/South Showdown, Perris Raceway, Perris. Info: 909/653-4042.

CALIFORNIA HARE AND HOUND - HBMC, Anderson Dry Lake, Camp Rock Road, Lucerne Valley. Info: 714/842-0569.

CALIFORNIA MOTOCROSS - Vintage MX Regional, AHRMA, Gorman. Info: 909/929-6772 or 909/944-7336.

CALIFORNIA DUAL SPORT - Team Dual Dogs/Palomar Adventure, Pechanga Entertainment Center, Temecula. Info: 805/701-1913 or www.DualDogs.com.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Sun State Raceway, Opa. Info: 352/242-2605.

* FLORIDA ROAD RACE - CCS/Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

* FLORIDA MOTOCROSS - Double A Promotions, North Florida Raceway, Jacksonville. Info: 904/268-2223.

* GEORGIA MOTOCROSS - Georgia Championship MX Series, Rnd 2, Team Green Peach State Challenge/Wings & Wheels AMA club, Bremen Race Park, Bremen. Info: 770/941-8464.

* GEORGIA MOTOCROSS - CRC Inc., Camden Racing Complex, Woodbine. Info: 912/576-3000.

* KENTUCKY HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, Cadiz. Info: 615/859-0873 or www.mswws.org.

* KENTUCKY MOTOCROSS - Boyde Wolfe Promotions, Buffalo Creek Raceway, Grayson. Info: 606/833-2776.

MARYLAND HARE SCRAMBLES - Antietam Motorcycle Club Inc., Howell Road, Hagerstown. Info: 301/797-8686 or 301/797-1607 or http://members.aol.com.

* MICHIGAN MOTOCROSS - AMA/District 14, Dirt Riders Motorsports, Log Road, Bronson. Info: 419/636-5430.

* MISSOURI MOTOCROSS - AMA/District 18, HLR Motorsports Park, Moberly. Info: 660/263-4296 or www.mobm.com/HLR.

* MISSOURI MOTOCROSS - Midwest Spring MX Championship, Moto Sports Inc., Midwest Xtreme Park, Merwin. Info: 913/268-3955.

NEVADA HARE AND HOUND - MRAN, SNDR/Nevada State Championships, Panaca. Info: 702/431-1080.

* OHIO MOTOCROSS - AMA/Vinton Motocross Park, McArthur. Info: 614/596-2057.

* OHIO HARE SCRAMBLES - Mansfield Motorcycle Club, Cookton Grange Road, Mansfield. Info: 419/774-0430.

* OHIO MOTOCROSS - CRA/FMF Day, Malvern MX Park, Malvern. Info: 330/262-4945.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA HARE SCRAMBLES - Flying Dutchman MC Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

SOUTH CAROLINA CROSS COUNTRY - Grand National Cross Country, Racer Productions, Inc., Big Buck, Cross Anchor. Info: 304/284-0084.

TEXAS CROSS COUNTRY - Texas Cross Country Racing Association, Lake Murray. Info: 817/685-8091 or dgdq32a@prodigy.com. or www.brit.com/~tccra/.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Mineola. Info: 903/768-2415.

* VIRGINIA MOTOCROSS - AMA/District 13, U.S. Eastern MX Spring Series, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

* WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV, Richland. Info: 509/837-3595.

Mar 27-28

* IDAHO ARENACROSS - SRO Entertainment Group Inc., Boise State University Pavilion, Boise. Info: 888/753-9818.

Mar 28-29

* ARIZONA MOTOCROSS - AMX North/South Shootout, Verde Valley Motorplex, Cottonwood. Info: 520/634-6133.

GEORGIA MOTOCROSS - Championship Series, Loretta Lynn's Area Qualifier, AMA, Echelon MX Club, Macon. Info: 912/788-8227.

* UTAH MOTOCROSS - St. George Motorcycle Club, Winter Series, St. George.

* VIRGINIA MOTOCROSS - AMA/District 13, Northeast Area Qualifier, Actiontown USA MX Park, Dillwyn. Info: 804/724-4392.

Sat, Mar 28

CALIFORNIA SWAP MEET - 11th annual All-British Motorcycle Show & Swap Meet, Santa Clara County Fairgrounds, San Jose. Info: 415/749-4682.

* IDAHO MOTOCROSS - Owyhee Motorcycle Club, Idaho, Winter Sand Track, Boise. Info: 208/384-5512.

LOUISIANA SPEEDWAY - Possum Cove International Speedway, Mossbluff. Info: 318/855-2401 or 318/855-1978.

* MICHIGAN MOTOCROSS - AMA/District 14, Dirt Riders Motorsports, Log Road, Bronson. Info: 419/636-5430.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

TENNESSEE MOTOCROSS - KTMXA, Paris Dirt Trackers Inc., Hope Charity Race, Jackson Madison County Fairgrounds, Jackson. Info: 901/642-0511.

Sun, Mar 29

* ALASKA ICE RACE - Aurora Ice Racing Inc., 3/8-mile oval, Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803 or ifolster@akarea.alaska.ihns.gov.

CALIFORNIA MOTOCROSS - CRC/Charity Series, Edwards AFB. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Spring Series, Rnd 1, Perris Raceway, Perris. Info: 805/521-0808.

* CALIFORNIA MOTOCROSS - CMMC/Wildcat Canyon Road, Ramona. Info: 760/752-8252.

* CALIFORNIA MOTOCROSS - Hanford Motocross Association, Hanford Fairgrounds, Hanford. Info: 209/582-8493.

* COLORADO MOTOCROSS - RMXA, Two Rivers Racing, Milliken. Info: 303/271-0190 or 719/473-6723 or mxarules@worldnet.att.net.

* IDAHO MOTOCROSS - Owyhee Motorcycle Club, Idaho, Winter Sand Track, Boise. Info: 208/384-5512.

KENTUCKY HARE SCRAMBLES - AMA/District 10, Bluegrass Sports, Red River Hare Scrambles, Clay City. Info: 606/744-5916.

* KENTUCKY MOTOCROSS - Boyde Wolfe Promotions, Buffalo Creek Raceway, Grayson. Info: 606/833-2776.

MARYLAND HARE SCRAMBLES - VCHSS, Budds Creek MX Park, Budds Creek. Info: 301/475-2000 or www.buddscreek.com.

NEVADA MOTOCROSS - Nevada Old-Timers, Rnd 5, Fernley International Raceway, Fernley. Info: 702/423-8226.

* OHIO MOTOCROSS - Spring Series Blendzall Day, Malvern MX Park, Malvern. Info: 330/262-4945.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* OKLAHOMA DIRT TRACK - Total Performance Racing, Tulsa Speedway, Tulsa. Info: 918/836-6999.

* OKLAHOMA CROSS COUNTRY - Oklahoma Cross Country Racing Association, Oklahoma Dirt Riders, Lake Draper, Oklahoma City. Info: 405/235-0548.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park, AMA/District 6, Fredericksburg. Info: 717/865-5530.

PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen MC Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

* SOUTH CAROLINA MOTOCROSS - Hardeeville MX, Purrysburg Road, Hardeeville. Info: 912/748-6304.

SOUTH CAROLINA MOTOCROSS - Winters Marketing Ultra Series, Victory Sports Racing, Chesterfield. Info: 423/323-5497.

* TENNESSEE HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, Dickson. Info: 615/859-0873 or www.mswws.org.

* TENNESSEE MOTOCROSS - KTMXA, Paris Dirt Trackers Inc., Graduation Charity Race, Carroll County Civic Center Fairgrounds, Huntington. Info: 901/642-0511.

TEXAS MOTORCYCLE SHOW - 10th annual Motorcycle Expo, Show, Swap Meet, Arlington, Texas, Convention Center. Info: 972/216-5520.

* VIRGINIA MOTOCROSS - AMA/District 13, U.S. Eastern MX Spring Series, Actiontown USA MX Park, Dillwyn. Info: 804/724-4392.

* WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV, Richland. Info: 509/837-3595.

Apr 4-5

* ARIZONA MOTOCROSS - AMX North/South Shootout, Speed World MX, Phoenix. Info: 602/849-1572.

CALIFORNIA HILLCLIMB - NAHA/Skips at Carnegie, U.S. Rentals, Carnegie SVRA, Tracy. Info: 888/244-7547.

CALIFORNIA GRAND PRIX - AMA/District 37, Big 6 GP Series, Twentynine Palms. Info: 619/251-3489 or 562/428-4971.

GEORGIA OBSERVED TRIALS - STRA/Monroe. Info: 423/942-8688 or trialwench@aol.com.

IDAHO MOTOCROSS - International Old-Timers MX Association, Idaho Falls. Info: 408/379-4639.

MARYLAND MOTOCROSS - AMA/District 7, Budds Creek MX Park, Leonard Town. Info: 301/475-2000 or www.buddscreek.com.

NORTH CAROLINA MOTOCROSS - Devils Ridge, AMA Loretta Lynn's Amateur Qualifier, North Carolina State Championship, Sanford. Info: 919/776-1767.

Sat, Apr 4

CALIFORNIA DIRT TRACK - AHRMA/Vintage Dirt Track Series, Tulare Cycle Park, Tulare. Info: 209/685-0503.

FLORIDA DIRT TRACK - FDTRA/Orange County Raceway, Orlando. Info: 407/869-5388.

* MISSOURI MOTOCROSS - Sprout Patch Competition Inc., Sprout Patch, Billings. Info: 417/744-2593.

PENNSYLVANIA MOTOCROSS - Spring Series, Belco Inc., Steel City USA, Delmont. Info: 304/284-0084.

* PENNSYLVANIA SHORT TRACK - AMA/Armin Hostetter Trail-Way Speedway, Hanover. Info: 717/359-4310.

TENNESSEE CROSS COUNTRY - Racer Productions Inc., Loretta Lynn's Ranch, Hurricane Mills. Info: 304/284-0084.

* UTAH HARE AND HOUND - Sageriders, Shawn Gerber Memorial National Hare and Hound, Cherry Creek Riding Area, Jericho. Info: 801/756-0814.

Sun, Apr 5

CALIFORNIA DIRT TRACK - Central California Dirt Track Series, Cushion Short Track, open traction, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS - Lemon Grove MX Park, Rnd 2, Spring Series, Piru. Info: 805/521-0808.

* CALIFORNIA GRAND PRIX - Sandhill Ranch, AHMA MX, Camino Diablo Rd. Brentwood. Info: 510/634-3328.

CALIFORNIA SUPER MOTOCROSS - CRC/Tri-Race Series, Los Angeles County Raceway. Info: 805/272-8889.

CALIFORNIA ROAD RALLY - Vintage, BSA/AHRMA, Milani's Bst Bar, Lake Country, San Rafael. Info: 415/457-5423.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

CALIFORNIA OPEN SCRAMBLES - Tulare Cycle Park, Open Scramble Benefit Race, Tulare. Info: 209/685-0503.

* COLORADO MOTOCROSS - RMXA/Two Rivers Racing, Milliken. Info: 303/271-0190 or 719/473-6723 or mxarules@worldnet.att.net.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Hardrock Cycle Park, Ocala. Info: 352/242-2605.

* GEORGIA MOTOCROSS - AMA/Dixie MC Sports Inc., Georgia Championship Series, Hillbilly Hills MX, Roberta. Info: 912/788-0413.

* MISSOURI MOTOCROSS - Midwest Spring MX Championship, Moto Sports Inc., X-2 Motocross Park, Grain Valley. Info: 913/268-3955.

PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen MC Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

* SOUTH CAROLINA MOTOCROSS - Hardeeville MX Racing, Hardeeville. Info: 912/748-6304.

TENNESSEE HARE SCRAMBLES - Racer Productions Inc., Grand National Cross Country/Hare Scrambles, Loretta Lynn's Ranch, Hurricane Mills. Info: 304/284-0084.

TENNESSEE MOTOCROSS - Serious Racewear Mega Series, Victory Sports Racing, Bl

CYCLE NEWS

AND **CYCLE NEWS**
ON LINE

PRESENT
The
2nd Annual

Clayton

CLAYTON FOUNDATION CHARITY GOLF CLASSIC

Tuesday, March 3, 1998 - 1 P.M.

Helps Injured Motorcycle Racers

Charles and Sharon Clayton, the founders of America's weekly motorcycle newspaper, *Cycle News*, established this foundation in 1989 after they realized the need to financially help motorcycle racers who have unfortunately been injured during a race. Their wish has been to give back to the motorcycle industry, what the industry has given to them.

Over the years, the Clayton Foundation has disbursed thousands of dollars to these injured racers when their insurance funds have run out, and benefits or raffle money that their family, friends and clubs have contributed is gone. That's when the Clayton Foundation steps in.

Please come join us for a day of fun that helps support this worthwhile charity.



**Indigo Lakes Golf Club
Daytona Beach, FL**

The Clayton Foundation is a non-profit charity classified as 501(c)(3) tax exempt.

Name _____
Address _____
City _____ State _____ Zip _____
Phone () _____

☐ Single ☐ Double* ☐ Foursome*

*Additional Name(s) in Group

Each entrant must submit a separate form and payment.
Every effort will be made to match requested group pairings.

Regular Entry

- \$95.00 includes entry and free unlimited range balls.

Corporate Sponsorship

- Fee: \$1000.00 - Gold includes:
 - 4 entries into the tournament
 - Company's banners at a tee box and the green of the sponsored hole
 - Company logo included in all advertising materials
 - Special recognition at Awards Ceremony
- Fee: \$500.00 - Silver includes:
 - All of the above except entries into the tournament

Make checks payable to: The Clayton Foundation

Mail to: **Cycle News Inc.**
P.O. Box 805
Tucker, GA 30085-0805

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CYCLE NEWS

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WANT ADS

HELP WANTED

Harley-Davidson Technician

3 - 5 years experience, PHD required. Call Ken (800)236-1729, Fax: (920)494-5941. McCoy's H-D US41, Green Bay, WI 54303.

Mechanic/Set-Up Person -Tampa, FL.

Busy multi-line dealer is looking for experienced mechanic for opening in late February. 5 day week, vacation and benefits. Apply to Honda Suzuki Kawasaki West, 13521 N. Florida Ave., Tampa, FL 33613. Phone: (813)968-7888, Fax: (813)968-8448. FL.

Techs - Techs - Techs

Come join our team at Bert's. Full benefits, insurance, 401K, vacation. We need motorcycle and watercraft techs now, full time, at all levels. We sell Sea-Doo, Yamaha, Kawasaki, Suzuki, Ducati, Honda, and used. Contact Ron Seidner at (626)334-1288, by Fax at (626)334-9586, or by E-mail: turbobert@aol.com - CA.

Mgr. Trainee/Sales Associates Needed

Cycle Gear has full and part time positions open immediately in both our Retail and Mail Order divisions. We're an employee owned, growth oriented company with an excellent compensation, stock options and benefits package. Previous motorcycle industry experience not necessary, a positive attitude is! Invest in your future today. Contact our Human Resources department today at: (510)236-7384. CA.

Parts Manager

Enthusiastic, organized, motivator with experience in retail, sales and inventory, management knowledge and experience with Harley-Davidson motorcycles and related products. POS and service software or demonstrate ability to learn quickly. Work for South Florida's oldest and largest dealership. Superior work environment, salary plus commission, excellent benefits, unlimited potential! H-D Miami, phone Ace (800)545-2561. FL.

EXPANDING SO. CAL. WATERCRAFT Dealership / Shop has entry level openings in Mechanic, Sales and Shipping positions. Experience not necessary, but helpful. Honesty and good attitude a must. (714)630-1222. CA.

Racing Jobs!

Experienced Engine Builders and Engine Component Designers required for CA Motorcycle Constructor and Honda's Racing Program. Resume: Fax: (619)265-5397. OL Motorsports Recruitment, P.O. Box 420895, San Diego, CA 92142. CA.

Sales Manager

Experienced Sales Manager needed for large volume multi-line dealership in So. California. Great opportunity for the right person. Must be a leader and know how to build a world class sales team. Will help with relocation expenses for the right person. Contact Tom Gobrecht at (562)945-3494 ext. 1 or Fax (562)945-3825. CA.

Service Technician

For growing multi line dealership in Indianapolis. Full time employment. Experience in P.W.C. or Motorcycles required. Insurance available. Call Jeff (317)899-1600 or Fax (317)899-1616. IN.

Service Technician

For large multi line dealership in Reno, Nevada. Full time employment. Experienced required. Call Pam (702)825-8680 or Fax (702)825-8666. NV.

Service Manager

For large multi line dealership in Reno, Nevada. Full time employment. Experienced required. Call Pam (702)825-8680 or Fax (702)825-8666. NV.

Service Technician - Alaska

Honda dealer looking for experienced Tech. Move north to last frontier. Fax resume to Bill at (907)279-4086. AK.

HONDA SERVICE TECHNICIAN for motorcycle - ATV dealership located in Northern California, smaller college town atmosphere, off-road riding, year round employment. (530)342-4216. CA.

Experienced H-D Technician

Immediate positions for two technicians. 3-5 years experience, PHD certified a plus. Also, one entry level position open. Paid vacations, retirement plan. Fax resume to: (805)325-6703 or call (805)325-3644, ask for Dan. CA.

Parts or Accessory Mgrs

Key managers needed as we move to bigger facilities. Excellent pay at busy dealerships. Manage a dept. in Salem, Eugene, or both for the right person. Cycle Sports, Dave or Scott - Fax (503)390-8327 or Phone (503)390-9000. OR.

Sea-Doo / Watercraft Tech.

Las Vegas dealership seeking experienced technician. Paid vacations, health / dental and 401(k). Call George at (702)795-2000. NV.

H-D Service Mgr. - Reno, NV

Top flight full charge Manager needed for new state of the art 10 bay Service Center. Looking for MMI grad, all Phd's and proven management experience. Great place to live and ride. Top pay based on ability and results. Good benefit plan. We are only interested in the best. Call Kent Stephens, Gen. Mgr. H-D / Buell of Reno, (702)329-2913. NV.

Parts and Accessories

Live in the beautiful North West! (Salem, Oregon) Position for person with experience in parts and accessories. Seeking applicant with good customer relation skills....Salary plus commission and benefits. Excellent working conditions, friendly motivated staff. Join our team! Call Jim (503)378-0532. Fax resume (503)370-7988, Attn: Jim. OR.

Sunnyvale Dealer

Looking for highly qualified and motivated people for all departments - Sales, Financing, Service and Parts. Established 32 years, Kawasaki - Sea-Doo - Polaris - Suzuki. Call Earl or Jerry (408)245-4888 or Fax resume to (408)245-6153. CA.

MOTORCYCLE MECHANIC: Good pay, insurance / retirement, paid vacation, 40 hour work week. Immediate opening. Old Dominion Motorsports, Danville, VA. (804)799-8000, contact Bill or Dennis. VA.

Service Technicians

Multi-line dealership seeking experienced motorcycle / watercraft technician. Located in San Fernando Valley. 5 day week, vacation and benefits. Submit resume to: Division A, P.O. Box 5084, Costa Mesa, CA 92628-5084. CA.

Sales Person Needed

Multi-line motorcycle / personal watercraft dealership seeks professional Sales Rep. Great work environment, top commission and benefits. Mail resume to: 9820 Adamo Dr., Tampa, FL 33619, Attn: Lee, or Fax to: (813)246-4670. FL.

Technicians

N. Cal. volume dealer: Honda, Suzuki, Ducati, Sea-Doo needs qualified motorcycle and watercraft Tech's. Great working conditions and full benefits. Call Ric at Concord Motorsports (510)687-7742. Fax (510)687-2012. CA.

Service Advisor

N. Cal. volume dealer: Honda, Suzuki, Ducati, Sea-Doo needs qualified Service Writer with customer satisfaction and organizational skills. Excellent benefits and work place. Call Terry at Concord Motorsports (510)687-7742. Fax (510)687-2012. CA.

Bert's M/C & Watercraft Mall

One of the largest dealers in the Nation is looking for highly qualified and motivated people for all departments - Sales, Closer, Finance, Service, Parts and Accessories. Does your present job offer....Over 30,000 sq. ft. of show room space—All inventory indoors—Over 600 used bikes in inventory—Six franchises, Honda, Suzuki, Yamaha, Kawasaki, Ducati, and Sea-Doo—The World's largest Sea-Doo dealer—Full benefit package including paid vacation, 401k plan and medical insurance. If you're looking to be the best and you can contribute to the #1 Team, please contact Ron at (626)334-1288 or Website: turbobert@aol.com - CA.

SERVICE MANAGER POSITION OPEN at large multi-line power sports dealership, in the Pacific Northwest. Offering an attractive salary and benefit package. Fax resume to (509)758-2747. WA.

Parts / Service / Full / Part Time

Southwest Houston Yamaha BMW KTM dealer needs quality people for both parts and service. Please call Brian or Nancy at (281)530-9337 or Fax (281)530-7400. Cycle Shack. TX.

Watercraft Professionals!

Team Butch is currently looking for top notch watercraft professionals who want to join a high volume, progressive organization in the personal watercraft industry. We are currently accepting resumes for individuals in the vehicle sales dept., dealer sales dept., parts and accessories dept., and for a service writer / warranty claims advisor. Qualified candidates must have extensive personal watercraft industry experience, strong written and verbal communication skills, along with the ability to sell high volumes of product. Salaries and benefits packages commensurate to experience and abilities. Please send confidential resume to: Team Butch, Attn: Todd Cooperider, 7357 Expressway Ct., Ste. A, Grand Rapids, MI 49548. Tel: (616)281-7475. Fax: (616)281-7515, e-mail: sales@www.teambutch.com

Service Manager

Top pay for right person. People skills and motorcycle exp. a must. We will train on the rest. N. Calif. largest motorcycle service operation. Apply - Golden Gate Cycles, 1540 Pine St., San Francisco, CA 94109. Fax (415)771-8338. CA.

Sales Person Needed

Top volume Honda, Kawasaki, Sea-Doo dealership in So. California seeks a professional sales representative. Make an investment in yourself at this 20 year location. Great work environment, top commissions, opportunity for advancement. Call Tom Gobrecht at (562)945-3494 ext. 1, or Fax (562)945-3825. CA.

Have Fun Selling Fun In Atlanta

Winner? Team Player? Experienced? Top Atlanta dealer for Yamaha, Suzuki, Polaris, Sea-Doo needs top salesperson. Best job in the business. A competitive, hard working and personable person will find this position highly rewarding and enjoyable. Cycle Specialty. Fax resume (770)461-9168, Phone (770)461-3541. GA.

Service Techs

Year round work in clean new facilities. Large volume, so tech. can specialize if desired. Full time parts support. Locations in Salem and Eugene with excellent pay. Cycle Sports, Martin - Fax (503)390-8327 or Phone (503)390-9000. OR.

Dealers...

Do you have a back room full of old and obsolete parts? Sell them in the Cycle News Want Ads and Collectors ads!

POSITION WANTED

Dreams Come True

Motivated couple seeking annual, seasonal position with team / vendor needing assistance with hospitality, meals, pit support, sales, transportation, etc. Life long motorcyclists with can do attitudes. 20+ years food and hospitality experience. Road-worthy, dependable and very affordable. (808)328-8842. HI.

BUSINESS OPPORTUNITIES

R&D Building For Sale

4,000 sq. ft. warehouse with 4 offices (approximately 1,000 sq. ft.) for sale in the Long Beach / Signal Hill area. 2 restrooms, 2 loading docks with 12 ft. doors, corner lot with alley, available now and eager to sell. Call Dennis Ingram at (310)538-9620. CA.

Floyd Burk M/C Watercraft

Quitting business, everything must go! Sunnen Hone, Boring Bar, Hydraulic Press, Tire Changer, Tire Truing Machine, Crankshaft Truing Machine, Welding Equipment, Work Benches, New - Used Watercraft, Motorcycle Parts. Nice Building - \$80,000. No reasonable offer turned down. Precision Tools. Evenings (520)669-2822, 10am-2pm (520)669-6343. AZ.

Areas Largest Salvage Dealer

Thirty year history. 3,000 plus bike inventory on over three acres. Paint booths, mechanics bays. Large inventory of used bikes, OEM parts and thousands in new accessories. For opportunity of a lifetime, call Rodney (864)877-5399 or fax (864)877-0739. SC.

L.A. Triumph #1 In U.S.

Working Partner(s) Wanted for expansion of 4.0 million+ in sales. L.A. Triumph, Honda, Suzuki. Near ocean, airport, 405 fwy. Call Larry (310)677-5800. CA.

COLLECTORS

(2) Yamaha 650 Twins

(1) 1974 - stock, all original \$1,500. (1) 1971 - restoration started, very good condition \$1,200 or trade for Yamaha 500 Dirt Tracker. (217)741-2990. IL.

1969 YAMAHA TD2 - Good original shape, spares included \$6,800 / obo. 1972 AJS 250 Stormer - excellent shape, race ready \$750. (714)366-1851. CA.

1971 Yamaha Mini Enduro JT1

60cc, original mint condition. \$1,250 / obo. (916)454-5717. CA.

H1 Kawasaki 500 3 Cylinder

'69, '70, '71. 5 bikes total, none run. Extra parts. \$1,000 for all. (408)294-3633 / (888)ATK-RACE. CA.

Early 70's MX Collector Quality Bikes

'74 YZ250, '74 Rickman 250VR, '74 Montesa VR, '73 125 Elsinore, '74 Puch 125, '74 Husky 250 Mag, '73 Bul 125 Pursang, and more! All living room quality, as new. Serious inquiries only. (510)933-8094. CA.

1963 Harley XLH - \$2,925

(813)938-3875. FL.

BULTACO PARTS FROM 1960'S to 1979. (281)351-0075. TX.

BULTACO PARTS, NEW AND used, and t-shirts too. Lynn (702)267-2103 or www.bultacoparts.com. NV.

Daytona Vintage Auction & Swap Meet

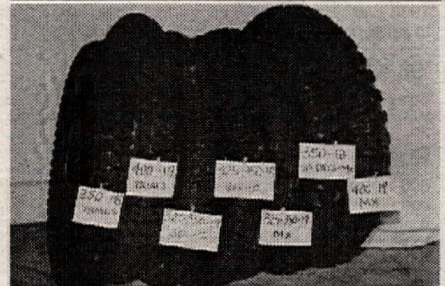
By J. Wood & Co. Over 150 Motorcycles already consigned. 60% without reserve, including a Vincent Black Shadow. Call (352)795-8895 for info. pack. FL.

1974 Yamaha SC500

Excellent condition, low hours. Has been in storage. \$1,000. (209)781-3195. CA.

Wanted: Wiseco 175, 179

Fits Suzuki GT-750 / T-500. Any over sizes considered. Call with details. Alex (216)265-8400 Days, (216)671-7625 Evenings. OH.



N.O.S. Metzeler Tires

From the sixties and seventies, 7 sizes and styles. Recently discovered as new inventory. Call for individual prices. (562)490-0012. CA.

'74 250cc Ossa Phantom

Fully restored, original condition, never ridden after restoration. Beautiful condition - \$1,500 firm. Will ship for additional fee. (781)246-9891. MA.

ONLY THREE PENTONS LEFT! (760)744-8052. CA.

'73 Bul Astro 350 Mod #106

Red Line frame, spool hub, fresh motor, polished cases, rear disc, new pipe. \$1,700 / obo. Evenings (425)432-6531. WA.

HONDA XR75 PARTS ('72-'76) 4-spl. Everything except cam, rowers and seats. (209)632-7841, (209)632-0314 - Jon. CA.

PARTING SUZUKI'S '78 GS550E, '71 TS90 4 set Mikuni 26mm, round slide \$50. Before 9pm EST (216)252-3461. OH.

Vintage '61 Triumph Miler

Redline frame, Kosman wheels, Ceriani forks, 750 5-speed motor, ARD magneto, stored 25 years. \$3,495 / obo. (707)795-6287. CA.

'71 CZ 400 Moto-X

Restored, ready to go racing. Too many options to list. Make offer. (973)838-0777. NJ.

SPANISH BIKE ENTHUSIASTS WANTED! Join the Spanish Motorcycle Owners Group (SMOG), 1,000 members, bi-monthly newsletter. Send \$20 payable to Lynn Mobley, 1320 Cathy Lane, Minden, Nevada 89423. NV.

TRIUMPH TR5-T 1974 TWIN - \$2,500, Like new. CZ 1972 400cc - \$700, runs good. NOS Yamaha, Kawasaki parts reasonable, Bultaco engine parts (used). (541)296-6596. OR.

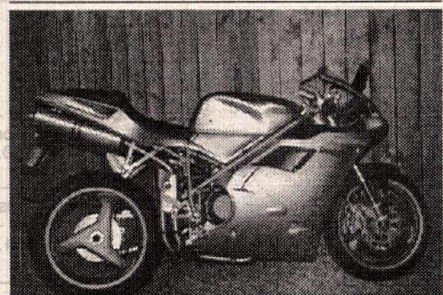
VINTAGE 500 TRIUMPH DIRT TRACKER. Rigid frame, no brakes, mint condition. \$3,150. (909)780-7214. CA.

VINTAGE RACERS! 2 - 1974 Honda's CR250. (507)825-5647. MN.

GENERAL MERCHANDISE

(2) 1975 Honda Elsinore MR50's

100% restored to new with spare motor and other parts. (209)292-4304 / (209)325-2162. CA.



The Rarest Ducati - 748L

#12 of only 100 produced. Features custom color paint and select carbon fiber parts. Make offer. (504)837-3403. LA.

Kawasaki ZX11

12 to 1 1109cc kit with block, ready to install. Make offer. (216)291-3479. OH.

Cagiva & Husky Parts

1983 - 1997 Dirt Bike Parts. New in box, 1/2 price - Pistons, cylinders, cases. Many, Many Parts! All New! (203)263-0798. CT.

1984 KAWASAKI 900 NINJA. 6,600 miles. Looks like new. \$2,800. (760)375-1965. CA.

1984 YAMAHA RZ-350. 2,700 One owner miles, extras, mint condition. \$2,700. Possible trade for Vintage Japanese MX's. (307)635-6323. WY.

Ohlins Shock

1984/85 YZ125 - 250, like new \$250. Call Mike (909)370-3966. CA.

1986 YAMAHA TZR250 - low miles, excellent condition, many extras, best offer. 1989 Yamaha TZ250 - motor / spares. (810)743-6264, evenings. MI.

ATK 605 Frame

1987 frame for sale or trade for Rotax 250 frame, 1988 or newer. Call (440)357-8517 Scott. E-mail: snzz@hotmail.com

1989 GSX1100F ROLLING CHASSIS or will part out frame, front end, wheel assemblies, etc. Call on pricing, no reasonable offer refused. (317)506-0058. IN.

Suzuki GSXR Parts

1990 - '94 750 / 1100. Front end, frames, too much to list separately. Wally (301)254-7600. MD.

'98 KX Sale

60's, 80's, 125's, 250's - All On Sale. Will ship, ask Warren. Missouri. (800)530-5746. MO.

Rotax

600 Rotax. Boss frame. Fresh motor. \$5,000. Will consider partial trade for 250MX. (618)549-3700. IL.

1996 YZF 600 Plastic Set

1996 YZF 600 full plastic set with headlight, mirrors, seats, cowl, inner fender, turn signals, tail lamp, mint cond. \$1,000 / obo. (888)816-2436 ext. 236, (800)916-0186. PA.

1997 BUELL CYCLONE. 1,600 miles, excellent condition, all stock. \$7,700. (205)274-0804. AL.

Kawasaki Super Sale!

1998 KX250's, KX125's and KX80's. All ready to ship to your door. (301)846-4357. MD.

'87 - '90 CBR 600 COSMETICS SET. Matte Black. \$450. Call Ian (206)283-0542. WA.

'98 KTM 200 MXC

5 months old, complete KTM "care kit", excellent condition. \$4,500 / obo. (408)227-9116. CA.

YZ400F Big Tank

3.2 gallons IMS fuel tanks available now! \$199.95, free shipping. Malcolm Smith Motorsports (800)892-2925. CA.

(9) Suzuki 2-Stroke

(2) MT50's. (1) RV90. (1) T250. (1) T350. (3) GT380's. (1) GT750. All or 1 at a time. Need space, these gotta go! Call Ron Widman Tues thru Sat., days (800)404-6880 or (314)771-7100. MO.



1991 FORD 16' BOX VAN. 460 engine. 110k, A.C., P.S., C.C. Sleeper, storage, hitch, built-in ramp, custom outside motorcycle carrier. Air-lift rear suspension, work bench. Lot of space - \$12,000. Also, '95 and '96 250XR. Temecula (909)676-6366. CA.

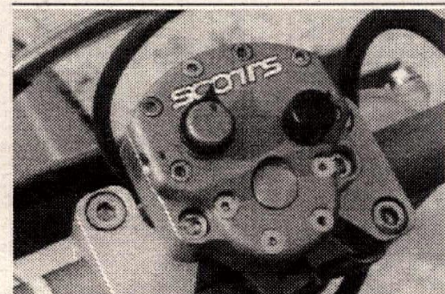
YZF750 Valu-Pac

1994 YZF750 ported, jetted V&H SS2R pipe, carbon fiber, solo seat, new chain, sprockets and tires, 39mm Keihin flatslides, Sharkskin body work. 400 lbs. dry. \$5,900. (954)739-5313. FL.

KTM KTM KTM KTM

200LE In Stock. Super Sale on all remaining '97's - 360 SX-EXC, 620EXC, 400RXCe. All '98's on sale too! Bakersfield. (805)399-9342. CA.

250 DIRT TRACKER HONDA CHAMPION 1980. Reeds ignition, Jimco pipe, extras, runs great. \$1,600. (850)769-3705. FL.



Mike Lafferty / Randy Hawkins

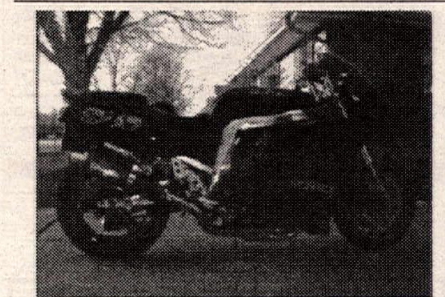
3 fully adjustable circuits. 10 Baja overall wins. Ty Davis / Plessinger / T. Norton / Paul Krause / Roessler. 1998's Here Now! (818)248-6747. CA.

KTM Non-Current Sale

\$3,599 -1996 125EXC. Your choice: 1994 400EXC or 1995 440EXC - \$3,999. 1996 300EXC or 360EXC - \$4,399. 1998 Models available. (903)831-5500. TX.

Boswell Power

38mm carb with intakes for '93-'95 Suzuki RM125 and '96-'97 RM250. A steal for \$350. (310)581-6653. CA.



'94 GSX-R 1117

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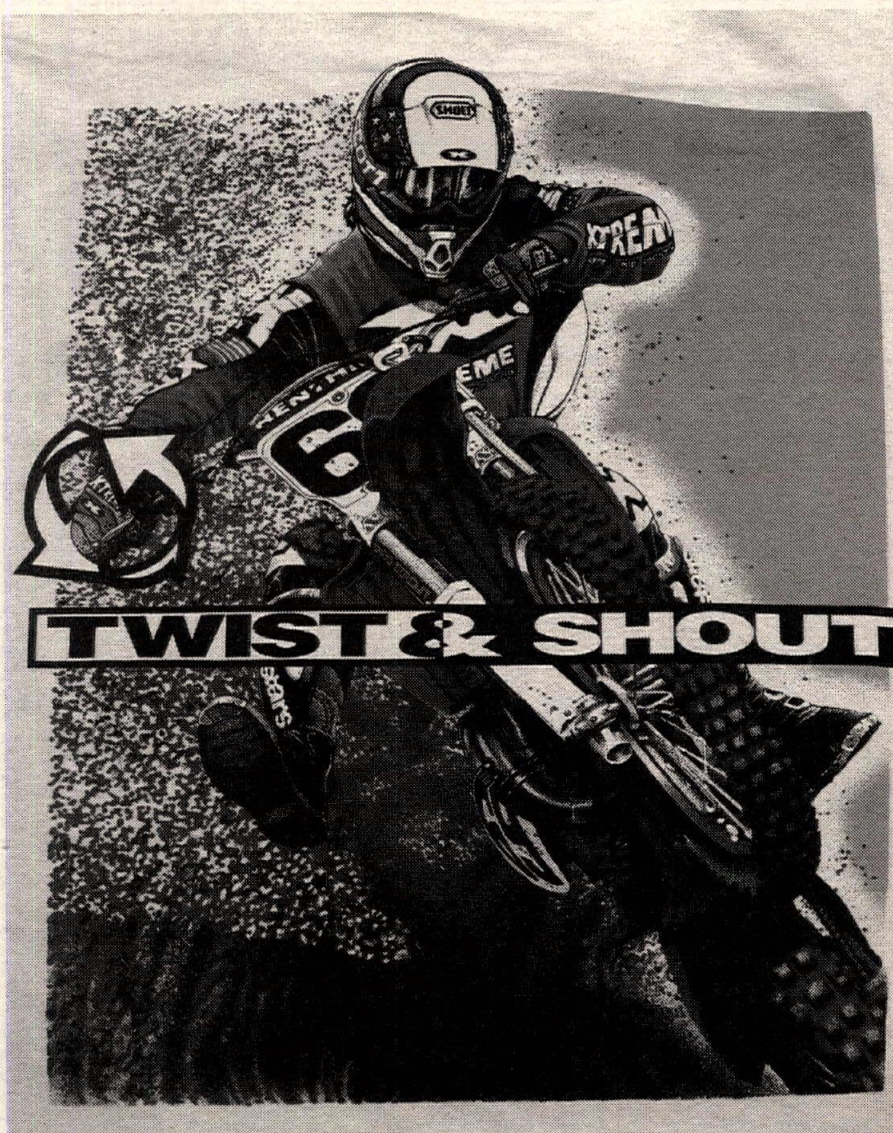
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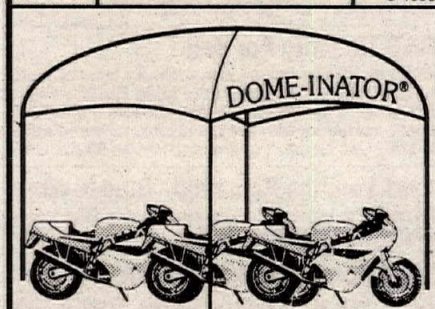
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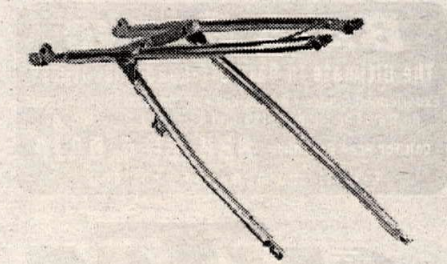
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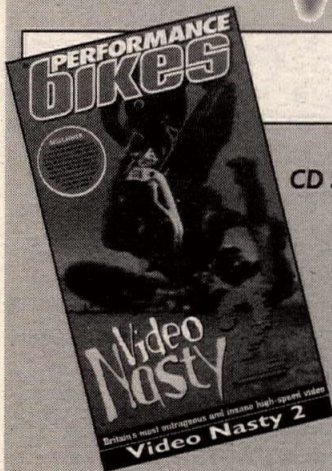
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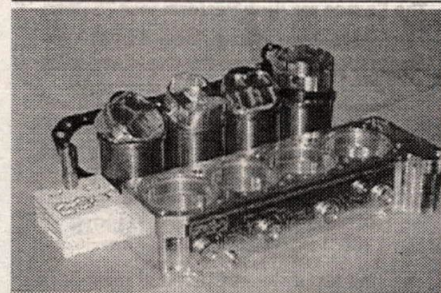
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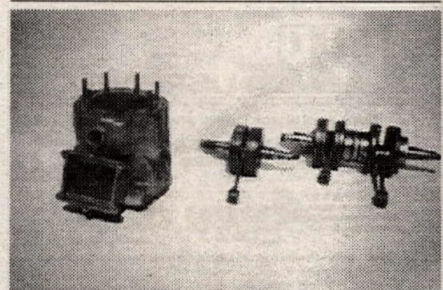
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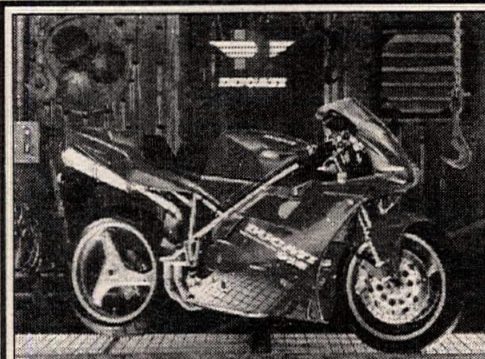
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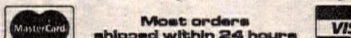


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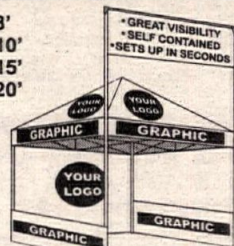
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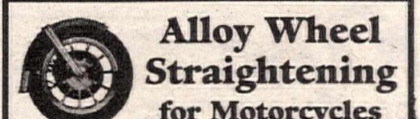
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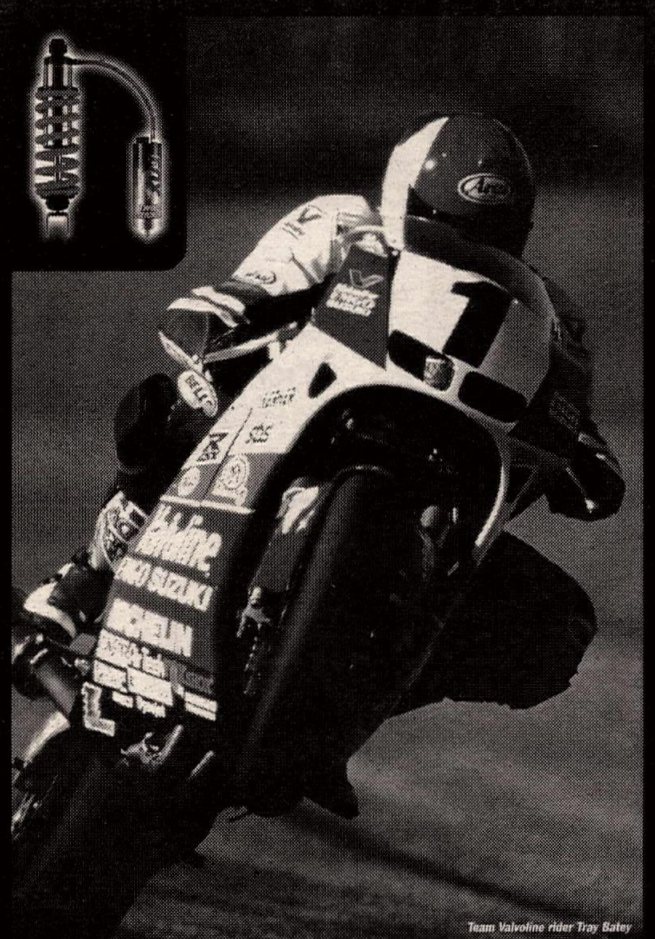
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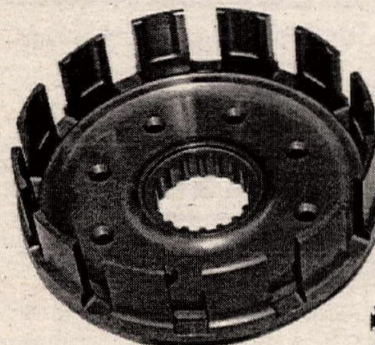
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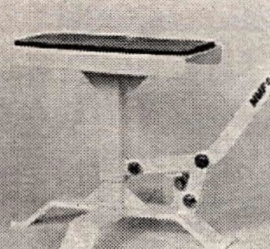
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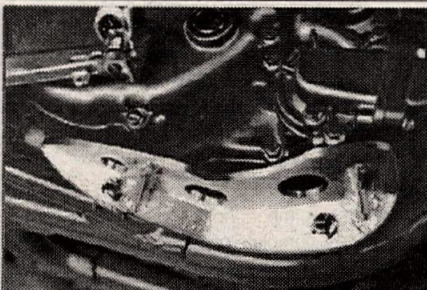
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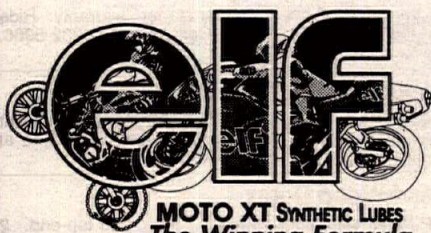
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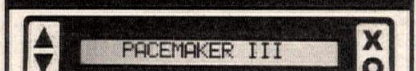
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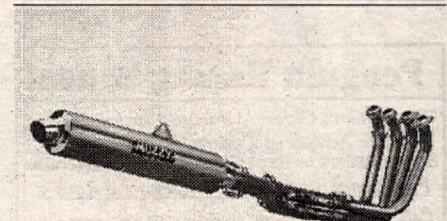
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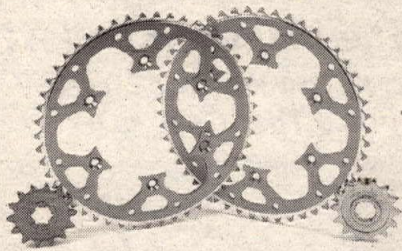
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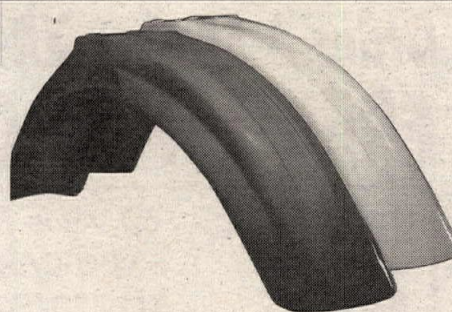
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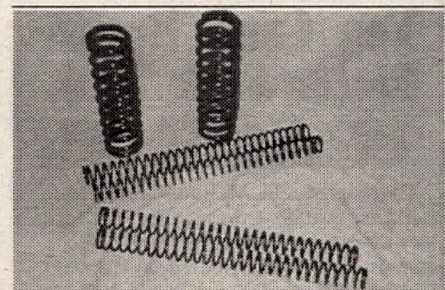
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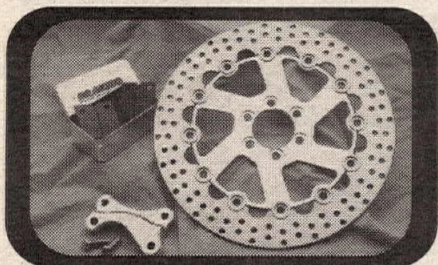
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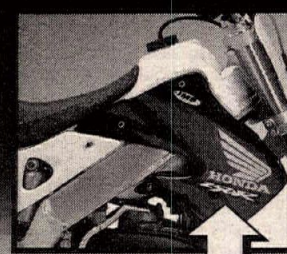
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The Americans in Spain fell mainly in the rain. No, we American journalists didn't hold up the honor of the United States very well in the presence of the rest of the world's ink-stained wretches.

The usual Ego Grand Prix that journalists get into at press introductions - for many of us, this is the only time we get to ride on a race track - didn't take place at Catalunya, site of Kawasaki's ZX-6R press launch, because conditions were just so horrifyingly bad. As Australian Motorcycle News editor Ken Wootton said in his write-up, "It was so cold, my nipples had gone as hard as ball bearings..."

Yeah, it was that bad. Damn cold, and pouring rain. Riding anywhere in conditions like that takes the fun out of asphalt two-wheeling, and often ends up making it simply a game of survival - a game that didn't end up going so well for a few of us from the States. Three of six Americans crashed (even the Kawasaki press rep crashed a scooter in front of our pit. Exonerated, yes!), and while I'll let the two others remain nameless until their publications come out a few months from now (can't wait to see if they 'fess up), I was one of the guilty. With six of us there from the States, that was a whopping 50-percent crash rate. It got so bad at the end of the day - just minutes after I hit the deck - that when one of the Italians crashed and totaled his bike (he was okay), the Japanese technicians from Kawasaki looked in disbelief at the machine when it was rolled into the garage and asked, only half-questioning, "American?!" It was munched up enough that they took one look and didn't even bother hosing off the mud.

As I said, though, riding in conditions such as we had takes away the fun, but to make it all that much worse, just picture to yourself where we were: Circuit de Catalunya - the world-famous Circuit de Catalunya, hallowed ground to fans of any kind of roadie motorsports, two-wheeled or four. (The day after we had the track, all the Formula One car teams showed up to test - David Coulthard even came close to letting his rental car roll into ours when he forgot to set the brake! Figures, can't drive...)

And let me tell you, being there, seeing the awesome layout, wide and smooth asphalt and miles of runoff, the ground was almost wetter inside the garage than outside from all the tears we shed. It was like going to Disneyland and finding out Mickey was dead. Being

the hard-core fools that we are, we took to the track (rather anxiously after our longish hour-and-45-minute ride to the track via the Nissan transmission plant and many, many other digressions that just weren't necessary). After a while it was getting so wet, I half expected to see "Jet Ski" down the side of the thing I was riding, and "No Wake Zone" signs entering pit lane.

Anyway, every nation had its own pit garage and, as far as I could tell, just about every nation was represented over the two track days. The first group - at the track the day we arrived - didn't even get to ride. We were all glad they didn't, because if they had ridden any-

introduction? Did I mention that my boss specifically told me not to crash? (Not that he hasn't done his share.)

Yes, but the sun was breaking through here and there and the water that had been running across the track in rivers had stopped doing so. My pace was getting better and I got to the point that I was feeling the bike squirm a little bit at the apex of the corners and also getting the rear to spin on exit - although after a few tries that saw the rear end wag out way too much and then fishtail a bit from the abrupt, wet-track spin-up behavior, I decided to go back to limp-wristing it with the throttle. Okay, so I'm actually *not* John



Captain Mark Hoyer gives it all ahead full on Catalunya's front canal. Icebergs were a bit of a worry, but the ZX-6R proved almost unsinkable.

thing like our group (a total of 10 crashes were rumored), there wouldn't have been any bikes left, and Kawasaki ultimately would have had to raise the price of the bike to make up for the expense - if they'd even had any left to sell.

So we get to punting around and everybody thinks they're getting a little faster, and I get to feeling pretty good toward the end of the day. I'd never been on a wet race track before and don't even have that many laps in the dry, so I was trying to be cautious. Did I mention this was my first overseas press

Kocinski. More like the anti-Kocinski.

But then this guy passed me - for about the fifth time on the day. His bike looked just like mine (for the brief moments I saw it) and I hadn't heard anything about anybody using full rains. Was it a race-kitted bike?

I should have known better than to try to chase him. It's one thing to get barely passed by a guy and then watch him creep away from you, but it's something else entirely when that guy flies by you so fast his wake makes your bike bob up and down. Did my engine seize? Did I have a flat? Was I towing a skier?

It turns out his bike wasn't race-kitted, just his brain. "His" brain was that of John Boustas, a mad Greek who just won his National Championship on an unmodified RC30 - against 916s and the like - the same Boustas that's stuck himself in the top 15 at a few World Superbike races.

We often make fun of racers who spout off the litany of "put my head down and rode my own race." This was a lesson learned. If a guy passes you that fast, it's time to say, "He's fast, I'm not" and put your head down...

The humor of the whole situation for me was that I didn't crash the bike until I'd backed down the pace after coming too close to crashing too many times in my vain pursuit. I know Jesus walked on water, but Boustas hauls ass on it.

The whole day I'm thinking, "Be smooth, be smooth," and doing everything I can to make the right line choice and to pick the right brake markers and turning points. So there I am feeling positively brilliant since I've backed it down and smoothed it out again, still getting a good drive off this tight, downhill hairpin toward some cool, uphill esses.

I brake hard for the left, keeping in mind that three other guys have crashed in and around this very turn.

Oops. Just got the order of operation mixed up, like trying to scramble the eggs after you've cooked 'em. Hey, I've been to a riding school, I've watched the pros cut countless laps around every kind of circuit. Everybody who rails sets his body up for a turn way before the corner, and if possible almost always before even braking. Not me. I decided to shift my weight over as I was tipping the bike in, still on the brakes. As I said last week in my ZX-6R story (the one I'm sticking to), this new ZX-6R has rubber on the footpegs, and they get mighty slippery when they're wet. I was sliding along the ground before I'd even realized I'd crashed.

"That wasn't smooth at all," I thought to myself. "That was positively idiotic."

For the entertaining exchange that followed with the corner worker, see the above-mentioned First Ride.

"Don't crash!" echoed through my rung bell.

Just wet behind the ears, I guess, but no matter...

Jesus walked, Boustas hauled - but I slid with the best of 'em.

CN

LOOKING BACK...

10 YEARS AGO... MARCH 8, 1968

Fred Edwards (Yam) made the cover as he bopped over a jump en route to the 250cc Expert win at the Perris, California, scrambles. Edwards also scored the win in the 100cc Expert class... BSAs ran 1-2 in the 500cc class at the Tacoma Ducks scramble in Tacoma, Washington. Emil Ahola beat Gary Ragan in the northwest "mud fest"... Speaking of BSA, you could purchase a brand-new Starfire 250cc single for \$695... Another muddy event took place in San Luis Obispo, as the college-boy Cal Poly Penguins hosted their annual High-Mountain Enduro... Gary Bailey (Gre) proved his mettle in TT scrambles as well as motocross. Bailey won the 250cc class at the Friday night TT at Trojan Raceway in South Gate, California... Larry Bergquist (Bul) charged from the back of the pack to win the Side Winders MC Hare Scrambles in Trona, California.

20 YEARS AGO... MARCH 8, 1978

The Latest Poop reported the passing of Dud Perkins Sr. after a lengthy stay in a San Francisco hospital. Among thousands of other accomplishments in the motorcycle industry, Perkins was the world's oldest motorcycle dealer... Mark Barnett, John Calathes and Don Kudalski came away with the series titles at the final round of the eighth annual Florida Winter AMA Series... Part six of the "How to ride like the Hurricane" series dealt with bumps, rough stuff, and saving it when you get out of shape... Roger DeCoster was interviewed briefly while he was still in the hospital, recovering from his near-fatal accident during a practice session in Belgium. DeCoster labeled the mishap as "just a stupid crash"... Reigning world champion Yrjo Vesterinen (Bul) aced out Martin Lampkin (Bul) to win the opening round of the World Trials Series in Ulster, North Ireland. Bernie Schreiber (Bul) was the highest-placing American, finishing ninth.

10 YEARS AGO... MARCH 2, 1988

An In the Wind item reported that Roy Jansson had been named as the new motocross manager for the AMA professional-racing department... Rick Johnson (Hon) barely beat Jeff Ward (Kaw) to win round two of the MTEG Super Crown Series at San Diego's Jack Murphy Stadium... Dutchman Racing's Kevin Rentzell and Jeff Heino (Suz) held off challenges by Team Lockhart to win the opening round of the AMA/CCS EBC Brakes Endurance Challenge Series at Firebird Raceway near Phoenix, Arizona. Kye Gunn (Suz) was the big winner in the sprint races... Factory rider Don Griewe (Hus) took the overall win at the fast-paced Moose Run Hare & Hound in Red Mountain, California, round two of the AMA National Series... We ran a feature on the refurbished Laguna Seca Raceway, which was gearing up to host the U.S. Grand Prix road race... Chad Pederson (Yam) won the 250cc Intermediate class at the CMC/Dodge Truck Golden State Nationals in Porterville, California.

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